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Chris Barry	Mark McLaughlin
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Harrison Bond	Carolyn Norton
John Boyle	Schmalenberger
Guy Brierre	Pete O'Neal
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Brenda Cheney	Cruz Schroeder
Dan Clevenger	William Scott
Lynn Crowley	Ruthie Seese
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Claudia Drummond	Diane Simon
Jack Egan	Ken Small
Matthew Frymier	Bill Smith
Pamela Gaffigan	Tom Spelman
Blaine Gahagan	Mryna Stein
Patricia Gano	Chris Stuckey
Roberto Gotthardt	Lisa Thorndike
Gary Grose	Jim Wade
Stan Hales	J.B. Walsh
Ted Hannig	Glenn Walters
Tracy Howard	Rob Whittet
Jeffrey Janicek	William Wildner
Kenneth Kleinschrodt	Beth Wilson
Schley Knight	Stephanie Wright
Torin Knorr	Laura Yearsley
Lisa Liles	

Team Qualifiers

Bahia Corinthian Yacht Club
Hot Ticket

Jeff Burch and Hot Ticket

Bahia Corinthian Yacht Club
TeamTenacious

Connie and Ted O'Connor

**Charleston Ocean
Racing Association**
Indigo

*Elliott Dodds, William and
Sue Stevens*

**Charleston Ocean
Racing Association**
Mongo
*Ben Hagood, Jr., Nancy
Hagood, Bill McKenzie, Mac
McKenzie, Miles Martschink,
John Tabb*

**Chicago Corinthian
Yacht Club**
Seven's Tiger
Alan and Myra Wolper

Columbia Yacht Club
SailTravis
*Travis Wilhite and
Dr. Honore Woodside*

Columbia Yacht Club
Team Jahazi
*Frank and Lori Giampoli
Brad and Debbie Polivka*

Great Lakes Yacht Club
Spinnakerninja
Trey Rose and Allison Frantz

Houston Yacht Club
Team Vitol
Stephanie and William Wright

San Francisco Yacht Club
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*Jackson Hightower, Lillie
Hightower, Louisa Hightower,
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Janice Minshall and Karl Hobart

Washington Sailing Marina
Potomac Revelers
*George Umberger and Michael
Foster*

Washington Sailing Marina
TeamAphrodite
*John Leary, Andrea Steierman,
Matthew Rock*



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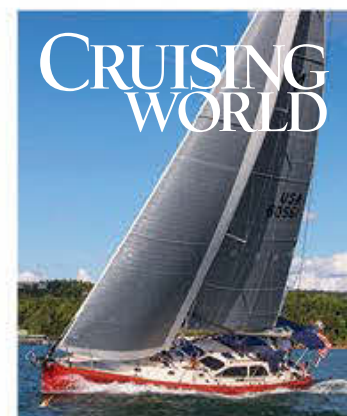
An adventurer sails north to Greenland and settles in to the ice because, well, he could.

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By Winston Williams



On the Cover

The Morris Yachts Ocean Series 48 GT *Scarlet Bee* dashes along Mount Desert Island, Maine.

Photo by Billy Black



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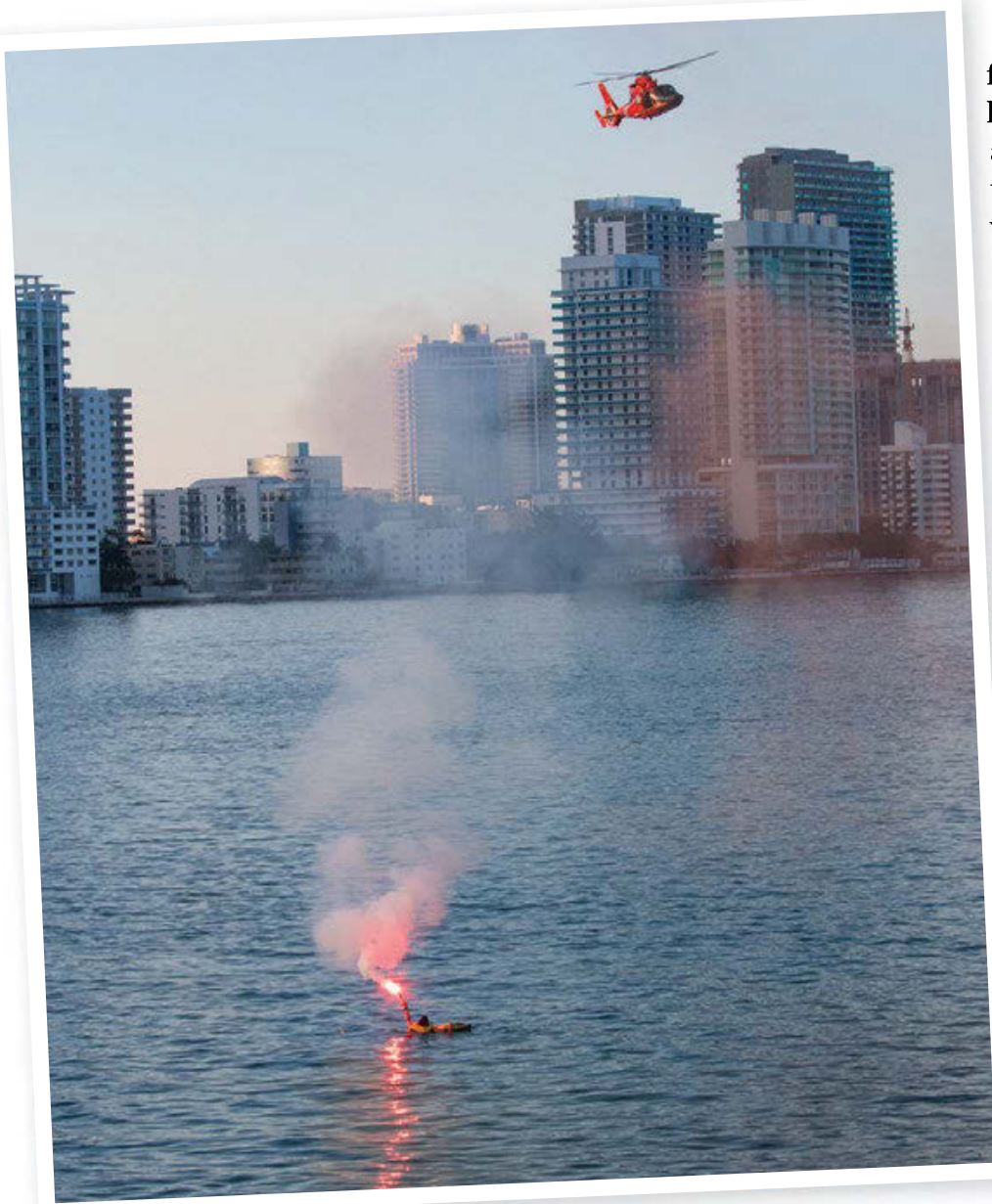
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Volvo Team Alvimedica photo.



Play It Safe



Mark Pillsbury

When an Australian father-and-son sailing team set out from Jamestown,

Rhode Island, in mid-February, bound for Oz and determined to prove Darwin right in his theory of natural selection, the U.S. Coast Guard came to the rescue and plucked the pair from well-forecasted storm-tossed seas some 150 miles south of Nantucket (see Off Watch, page 122). Though the pair had done just about everything wrong to get themselves into such a jam, ironically they did

a few things right to get themselves a helo ride out of it, including registering their emergency beacon before setting off on their ill-conceived voyage.

The value of emergency gear such as EPIRBs and personal rescue beacons was a hot topic days earlier in Miami, when electronics company ACR hosted a pre-boat show cruise featuring a live man-overboard drill. The staged event was designed to illustrate how several of the company's products can work in tandem to help take the "search" out of search-and-rescue efforts.

As several of us looked on

from a three-story-tall harbor cruise ship, our attention was directed to a swimmer in the water who'd just set off his PLB. Safety officials from several agencies then walked us through how the emergency broadcast would be captured by satellite and relayed via NOAA to the Coast Guard and local agencies, and how emergency assets might be deployed. A Coast Guard helicopter was soon hovering on scene, and eventually the MOB "victim" was pulled from the water by a Florida Fish and Wildlife boat crew, but not before he set off orange smoke flares and a bright-burning pyrotechnic flare.

In such a situation, said one speaker, "It's your responsibility to be visible."

It's also your responsibility to actually register the safety gear you buy with the appropriate agency, so that when things do go sideways, precious time isn't lost figuring out if there's an emergency or if the distress call is one of the many false alarms received annually.

Here in the States, EPIRBs and PLBs need to be registered with NOAA (www.sarsat.noaa.gov/beacon.html). Recreational sailors with a digital selective calling-equipped (DSC) radio need to register that as well and get a maritime mobile service identity number. This nine-digit MMSI is then programmed into the radio. Should you have to make an emergency call, as long as your radio is connected to a GPS, your location is

automatically broadcast when you send an emergency alert. Registration can be done for free by U.S. sailors through a number of organizations, including Boat US, SeaTow and the U.S. Power Squadron. Those heading abroad will need to register with the FCC and also obtain a ship station license.

ACR's Chris Wahler underscored the value of a registered EPIRB by citing a Coast Guard presentation to the National Boating Safety Advisory Council that analyzed the cost of rescues in 2011 by the way in which a rescue call was placed. The most expensive rescues were those reported by phone, on average \$349,063. Rescues initiated by 406 MHz EPIRBs, by comparison, cost just \$63,063. The Coast Guard notes that one EPIRB case that year off the coast of Costa Rica skewed the numbers upward considerably. Without that event, the average cost would have been just \$26,682. Perhaps more importantly, not a life was lost in an EPIRB rescue.

In recent years, the cost of EPIRBs and PLBs has dropped considerably; the latter, which is often more than adequate for coastal cruisers, is well under \$300 — cheap enough that every crewmember could afford to wear one attached to their life jacket. In the case of an emergency, the beacons broadcast your exact location, all but eliminating a need to search for a missing boat or MOB.

Do yourself a favor this spring: If you buy a beacon or radio, don't skip the paperwork. If you already have one, take a few minutes and go online to make sure your information is up to date. It could be the most valuable information you'll hopefully never have to rely on.

An impressive amount of emergency assistance is just a survival beacon or radio transmission away — if you've taken the time to register the gear with the correct authorities.

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CW Reckonings newsletter: Subscribe at cruisingworld.com.

CW's Adventure Charters: cruisingworld.com/adventurecharters

Back issues: Back issues cost \$5 plus postage. Call 515-237-3697.

Reprints: Email reprints@bonniercorp.com.

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Ultimate Sailing

For 30 years, photographer Sharon Green has been behind the lens capturing
the excitement and beauty of boats under sail.





Although she's known as one of the world's leading yacht-racing photographers, Sharon Green has roots that lie in family cruising. Her father, Don Green, circumnavigated the globe in his teens aboard Irving and Exy Johnson's legendary brigantine *Yankee*, and he passed on his passion to his offspring.

"My youth was spent day sailing on our Bluenose 25, *Yellowbird*, on Lake Ontario," says Green, who was just 7 years old when she first took the tiller. "Much of my passion, knowledge and experience stems from those blissful days of sailing with my family."

One summer while Green was away studying photography at the Banff School of Fine Arts (she envisioned being "the next Ansel Adams") her father commissioned a custom C&C 41, *Evergreen*, to challenge for the 1978 Canada's Cup. Green returned to find her home swarming with an all-star crew, which included Olympic gold medalist Lowell North. And Green had a front row seat: "I drank up inspiration from the great sailing dignitaries and legends of the time."

In those days, photographs were used to analyze and optimize sail design. So North (founder of North Sails) asked Green to shoot *Evergreen* under sail — and the budding photographer's career was launched.



The fleet at Key West Race Week round the mark under ominous skies.

It was the first of many high-profile campaigns that would take Green to the world's most iconic yachting venues, photographing the fastest yachts, in the most extreme conditions, in a dramatic in-your-face style, that would become her "signature."

Green's dizzying rise from day sailor to shutterbug for the rich and famous of the yachting world is documented in her new book, *30 Years of Ultimate*

"MY ONGOING CHALLENGE REMAINS TO CAPTURE THE ENERGY AND BEAUTY OF SAILING — THOSE MOMENTS THAT TAKE YOUR BREATH AWAY."

Sailing. Over the decades, she says, "Sailing has evolved, and pushed the envelope; over the years I've watched the sport transform. But it remains a magnificent, vibrant and dramatic sport, because of the constantly changing elements, sea conditions, boats, events, competitors and locations. My ongoing challenge remains to capture the energy and beauty of sailing — those electrifying moments that take your breath away."

In her downtime, Green is content to day sail with her own kids, race Harbor 20s in Santa Barbara and cruise California's nearby Channel Islands.

"I love cruising and taking the time to explore my surroundings — something you don't get to do shooting a regatta. It's a different kind of thrill, being behind the helm versus behind the lens. I mean, I get to drive the boat!"

Betsy Crowfoot

SHARON GREEN

PASSAGE NOTES

CRUISINGWORLD.COM

CHANGES AT THE HELM

There's been a watch change at Cruising World. Longtime marine journalist and author Herb Mc-



Herb McCormick

Cormick has been named executive editor; liveaboard sailor and writer Jen Brett has been promoted to senior editor; and Eleanor

Merrill, a racer, cruiser and sailing instructor, has joined the team as managing editor.

McCormick is one of the premier sailing writers in the business and has held a variety of titles with the magazine,



Jen Brett

most recently that of senior editor. In his new role, he will continue as director of the magazine's Boat

of the Year program and will oversee the popular Hands On Sailor content, as well as new boat coverage.

Brett joined Cruising World as an associate editor and has played a key role in developing the brand's digital content offerings. In her new role as senior editor, she will continue to work on digital projects, while overseeing the Underway section of the magazine and working with contributing columnists.

Merrill was promoted to managing editor from her previous position as the digital editor for Cruising World and our sister publication, Sailing World. She



Eleanor Merrill

will continue to help develop our digital content and will now also be involved in all aspects of producing our monthly magazine and weekly e-newsletters.

Mark Pillsbury

SEVEN SEAS COMMODORE PASSES THE BAR

Ginny Filiatrault lost her long struggle with cancer in January 2015. A fighter to the end, she battled the hated disease at every turn with every fiber of her being. And yet, with husband, Jacques, at her side, she managed to maintain contact with the cruising friends she had made over more than half a century. Ginny joined the Seven Seas Cruising Association in 1955, and served the SSCA as Commodores' Bulletin editor, board member, treasurer, office manager, historian and more. To list her myriad contributions to the SSCA would fill a year of bulletins, and luckily, many are recorded in SSCA's published official history ("Committed to Cruisers" by Dan Spurr, November 2010).

Born into a California sailing family on Oct. 3, 1936, Ginny built her first boat at age 12 with her father, and was living aboard her third boat before her 20th birthday. A friend of the SSCA Founders and a member for almost all of the association's 63 years, for many cruisers Ginny was the SSCA. She sailed her own boat, cruised with family and friends, edited article submissions, typed bulletins (and prepared the ditto stencils for reproduction), sat on the board and, for a dozen-odd years, held SSCA together by her sheer determination. When times called for a change, she packed up the organization's books and records, drove them east, formed the modern Florida nonprofit corporation, continued to edit the bulletin, ran the office, hosted the Gam, and kept in close touch with members in person, by phone and, later, by frequent email.

SSCA President Scott Berg remembers first meeting Ginny at an SSCA Gam at Bahia Mar in Fort Lauderdale in the



mid-80s. He says she was warm, funny and a fierce defender of SSCA's Clean Wake tradition, and a friend to every cruiser she ever met. Talking on the phone with Ginny just a few months ago, Scott says she remembered that Gam, and they reminisced about mutual friends from Los Angeles to the Galapagos Islands. "She truly seemed to remember every boat in every anchorage and every friend she'd ever made," said Berg. Upon news of her death, SSCA received touching comments from Lin and Larry Pardey, Nigel Calder, Pam Wall and a host of others whose wakes had crossed hers.

Ginny loved poetry, often quoting it in the Final Passage notes she so thoughtfully wrote to mark the passings of our fellow cruisers. Here is one she shared, dedicated to SSCA Commodore Ron King. I can't think of a better send-off to one of SSCA's own: "As you turn to stride off inland/With your back to wind and sea/Spare a thought for those hard pressed/And not yet in the lee."

Barbara Theisen
Seven Seas Cruising Association

America's Cup Gets His Goat

Herb McCormick's Off Watch article, "A Cup Runneth Over" (February 2015), provides for me one additional nail in the coffin of traditional sailing. I have nothing against any business person looking to gain profit — it is after all the American way. What I find interesting and troubling is how the racing segment of sailing has now gone full circle and we seem to be as a sport back in the 1930s, '40s and '50s. I can

only hope that a new 1960s sailing-for-everyone event will soon occur, otherwise additional nails will be found to close the common-person sailing coffin, and a deep grave will be dug for most sailors and perhaps, most importantly, those not yet considered sailors.

Thad Kubis
VIA EMAIL

Upside Down and Sideways

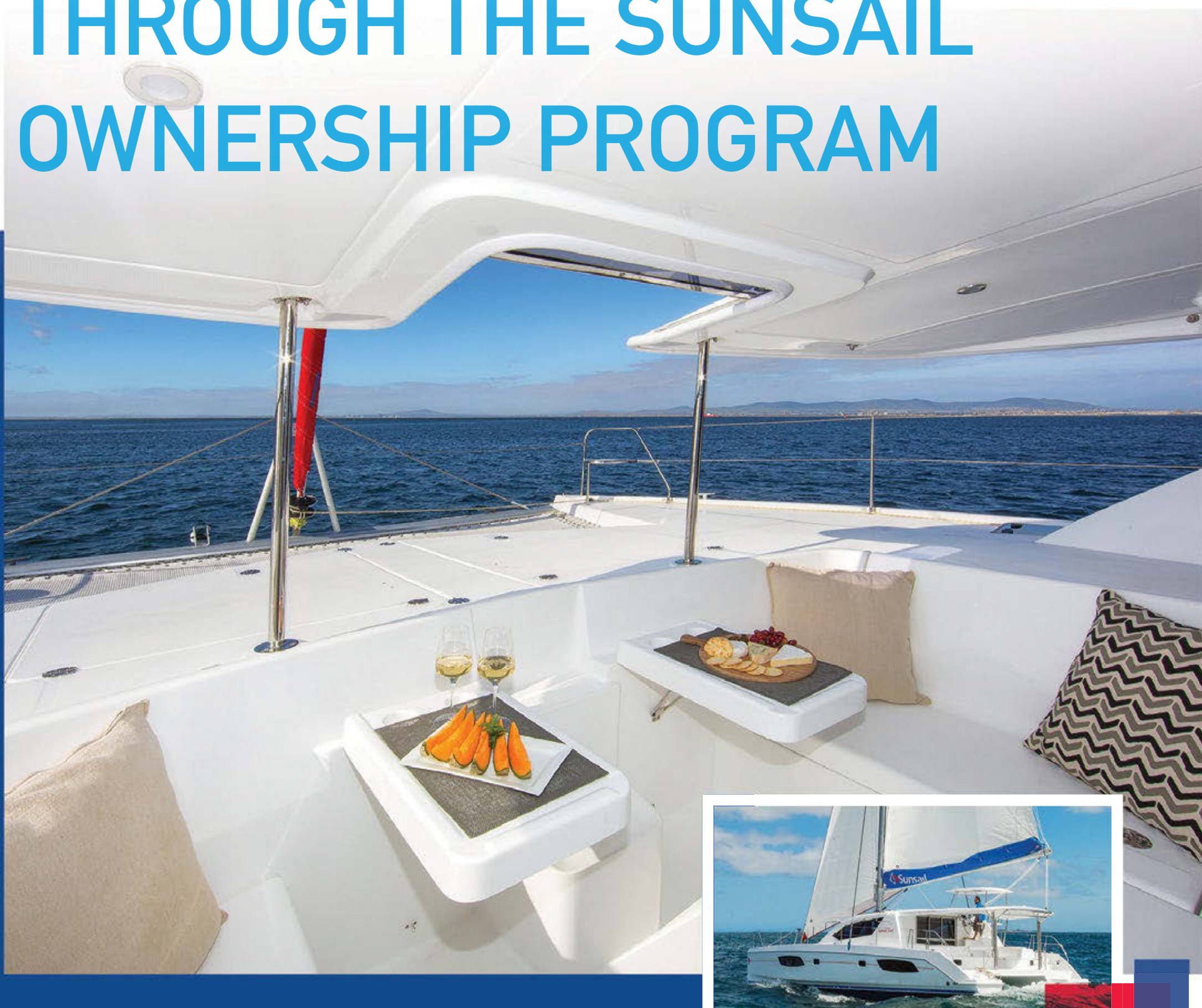
Maybe it was because my wife hails from Windsor, Ontario, but for some reason

I scrutinized the chart accompanying Charles Scott's article "Great Lake St. Clair" (Underway, page 16, January 2015) especially carefully, and noticed that the coordinates on the chart seem to have been reversed, that is, West is North and North is West. Am I seeing things or did latitude and longitude change places?

John Evans
WASHINGTON, D.C.

Editor's note: Whoops! Our mistake. Nice catch, John.

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RIP: Ted Irwin

Ted Irwin, a self-made Florida sailor who parlayed his love for and prowess in small-boat sailboat racing into a major force in American production boatbuilding, passed away in early February after a long bout with blood cancer. He was 74.

After moving to the Tampa Bay area with his family as

TED IRWIN LEFT A LEGACY THAT LIVES ON IN HARBORS AND SEAWAYS AROUND THE WORLD.

a youngster, by 15 Irwin was sailing high-performance Moth-class dinghies — built in his backyard, to his own design — at a world-class level. At 21, he landed a job as

a draftsman in the boatyard of another legendary Floridian builder, Charlie Morgan. In 1963, after serving his apprenticeship and undertaking further studies, he rented a small Quonset hut on St. Petersburg Beach and launched Irwin Yachts.

Irwin's very first boat, a 31-foot racer called *Voodoo*, was practically unbeatable in Florida racing circles. Many more successful race boats, many of which were stalwart performers in the premier Southern Ocean Racing Circuit, or SORC, followed. In 1966, Irwin Yachts and Marine Corp. moved into a new facility that would grow to 75,000 square feet and 300 employees. The business skyrocketed. Eventually, the yard would have up to 15 different designs in production

simultaneously.

As the owner, chief designer and head of R&D, Irwin was involved in every facet of the firm. Irwin Yachts remained a going concern until 1990, by which time the company had built over 6,000 yachts,

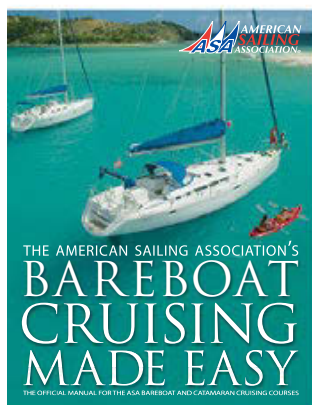
the vast majority of which were dedicated cruising boats ranging from 23 to 68 feet. A true giant in the marine industry, Ted Irwin left a legacy that lives on in harbors and seaways around the world.

Herb McCormick



Ted Irwin started building boats in 1963, and over the next few decades, Irwin Yachts became a powerhouse in American production boat building.

GOOD BOOKS



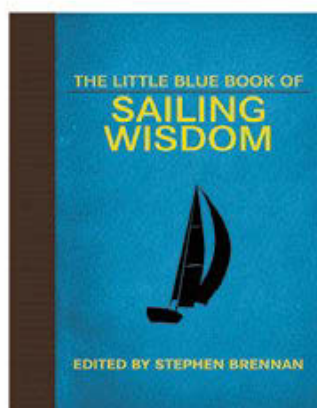
The American Sailing Association's Bareboat Cruising Made Easy edited by Jo Weeks (2014, Amanda Lunn Publishing; \$39.95)

The American Sailing Association's updated textbook, *Bareboat Cruising Made Easy*, is essential reading for cruising sailors of all levels who are setting out for an extended sail. Intended to accompany the ASA Cruising 104 class as a textbook, this 212-page book is so thorough and all-encompassing that it will prove to be a useful, if not required, reference for anyone leaving the dock for more than an overnight.

ASA deserves kudos for

overhauling not just this established text, but its whole textbook series over the course of the last few years. *Bareboat Cruising Made Easy* is a great example of the ASA's invigorated commitment to well-organized and eye-catching book design and updated, modern text.

Kristin Browne

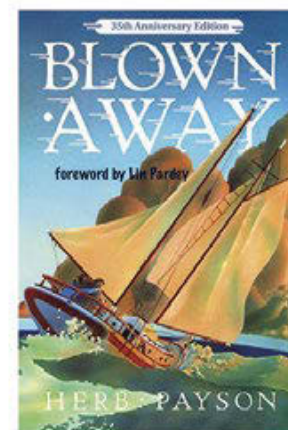


The Little Blue Book of Sailing Wisdom edited by Stephen Brennan (2014; Skyhorse Publishing; \$12) Short on time? Not ready to commit to *Moby Dick*? This tidy work gives

you plenty to reflect upon, with quotes, passages and essays about sailing and the sea from authors you'd expect to find — as well as others from politicians to celebrities — whose insights about the natural watery world may come as a delightful surprise. Sub-themes include weather, philosophy, isolation, adventure, renewal and romance. If you're tapped to make a speech or deliver a eulogy, look no further than this book for that perfect pithy quote.

Elaine Lembo

Blown Away, 35th Anniversary Edition by Herb Payson (2014; L&L Pardey Books; \$16.95) A 1970s nightclub piano player and his cocktail waitress wife. Six kids. Very little money. No boat. It's hard to imagine a more unlikely couple who decide to drop out and sail the Pacific with their kids. But they did and their story is laugh-out-loud funny and inspiring. It's also informative, a point Lin Pardey makes



in her introduction to this 35th anniversary edition.

In a self-deprecating voice, Payson shares important knowledge and lessons from his voyage (such as how well-prepared cruisers on well-equipped boats often lack both the knowledge that improvisation will be necessary and the confidence to cope when it is). This new edition includes a thoughtful and candid afterword by the author in which he reflects over the long term how a family life afloat affected his children and his relationship with his wife.

Michael Robertson

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PASSAGE NOTES

FACEBOOK.COM/CRUISINGWORLD

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Enter your photo on the contest app on *Cruising World's* Facebook page by May 15, 2015, and then check back and vote for your favorite finalist from May 20 to June 3. The winner will be announced on June 4. Good luck! cruisingworld.com/1504contest

AWARD WINNERS

The Cruising Club of America is dedicated to offshore voyaging, and every year the club recognizes meritorious seaman-

ship and adventures at sea. This year, Jim and Jean Foley (below) have been selected to receive the Far Horizons Award for their over 100,000 miles of cruising over the last 12 years. Their adventures have included a circumnavigation and the southern high latitudes.

Skip Novak has been selected to receive the Blue Water Medal in recognition of his many years of cruising and exploring the Antarctic. Since 1987, Novak has taken adventurous sailors, scientists and film crews to explore the extreme southern latitudes aboard his boats, *Pelagic* and *Pelagic Australis*.

The Rod Stephens Trophy for Outstanding Seamanhip was awarded to Sean McCarter, who as captain of *Derry-Londonderry-Doire* in the Clipper Round of the World Race retrieved a crew overboard in 35-knot winds with 13- to 20-foot seas. cruisingworld.com/1504awards



The Leukemia Cup Succeeds Again

Over a sunny November weekend in Savannah, Georgia, top fundraisers from the Leukemia Cup Regattas held throughout 2014 gathered to celebrate a successful year of fundraising. The Fantasy Sail with Gary Jobson, which this year included cocktails, dinner and informal PHRF racing on Savannah's Wilmington River, was created to honor the top fundraising individuals, teams and yacht clubs from throughout North America.

The centerpiece of the event was Jobson himself, who came on as the national chairman of the Leukemia Cup in 1994 and has been heavily involved ever since, even through his own diagnosis of, and recovery from, lymphoma in 2003. "We build on the event year after year," said Jobson. "We offer incentives to fundraisers and take all contributions from small to big. The key is to get a lot of participation in our events, and each event has a personality based on the local sailing preferences. But overall they all follow the same basic mission: to raise funds to cure leukemia, lymphoma, Hodgkin's disease and myeloma, and to improve the quality of life for patients and their families."

The San Francisco Yacht Club, the Columbia Yacht Club and the Savannah Yacht Club were the three highest fundraising clubs in 2014.

Together, these three clubs raised nearly \$1.5 million for the Leukemia and Lymphoma Society in just one year. The goal for 2015? To raise even more to further accelerate cures. Participants who raise \$12,000 through participation at a 2015 Leukemia Cup Regatta can qualify to participate in the 2015 Fantasy Sail with Gary Jobson in Bermuda.

The weekend culminated in an awards dinner, at the end of which Southern Yacht Club's Guy Brierre stood up at the podium.

"I'm issuing a challenge," he hollered into the microphone, pointing his finger around the room of 150 participants and their guests.

"Whoever beats me fundraising next year, I'll give you a bottle of rum!"

The crowd cheered as Brierre, who raised over \$31,000 individually in 2014, stepped down from the stage. Before he had even taken his seat, the couple next to me, from St. Clair, Michigan, leaned their heads together.

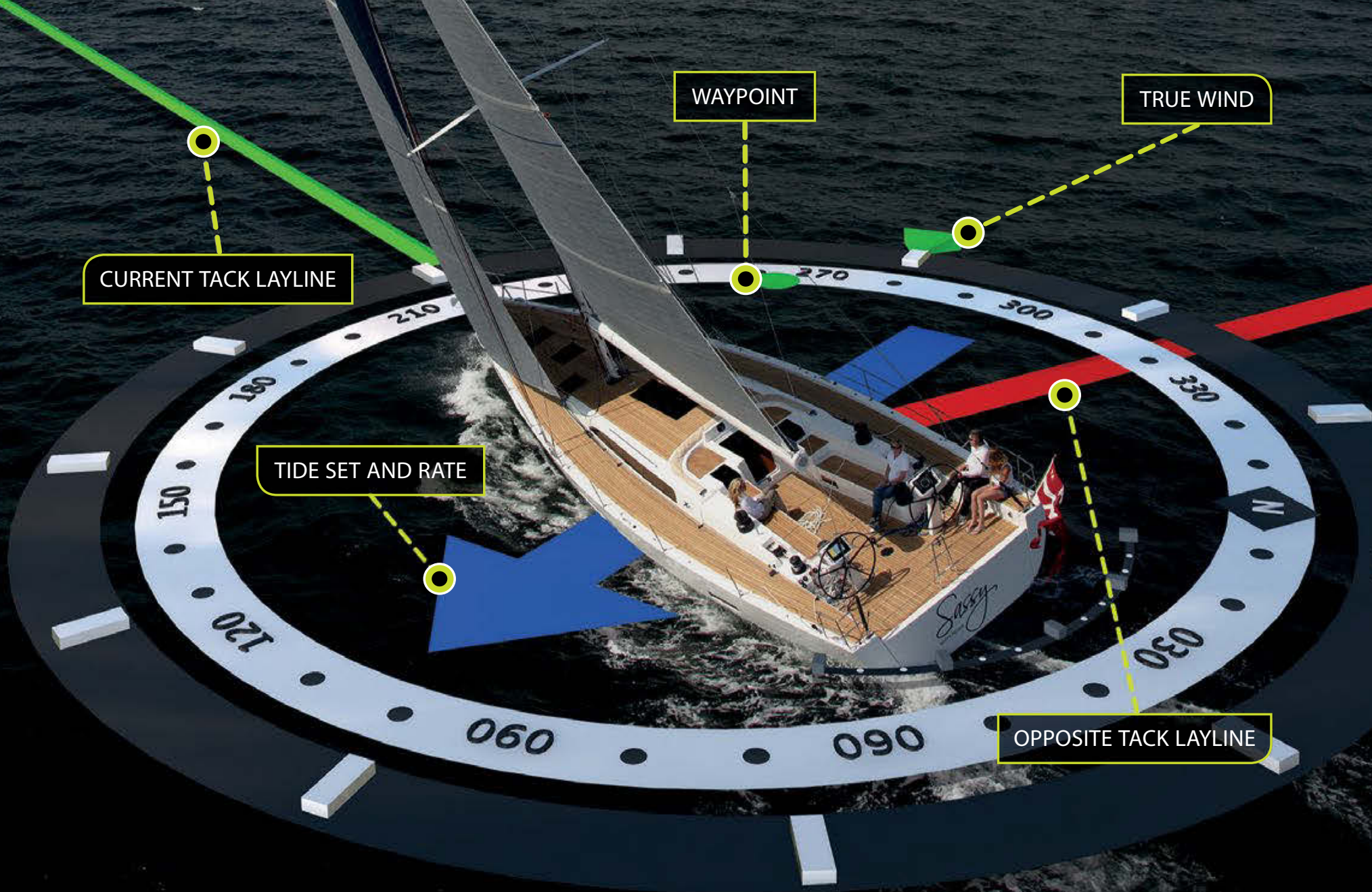
"We can do this," Trey Rose said to his girlfriend, Allison. "We're going to beat Guy next year."

More than 40 Leukemia Cup Regattas are planned for 2015. To find an event near you, visit the website (leukemicup.org).

Lisa Gabrielson



Amy Kleinschrodt waves from the rail of *Gazaway* during the 2014 Fantasy Sail. Skipper Pete O'Neal was one of the top individual fundraisers.



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A PASSION FOR SAILING



Green Wakes: Cruising with a Cause

Chris Bone was en route to the Philippines when his crew had an unexpected change of plans. He found himself alone in a coastal village in Papua New Guinea. With the boat on a hook in the harbor, a local man named Robert started to show Chris around. After a few days, his new friend invited him to visit a village he referred to as his spiritual home. Chris locked up the boat, checked the anchor, and piled into a bus with Robert. Several hours and a banana boat ride later, Chris found himself in the village of Keng.

With no itinerary to stick to, he let the days unfold one by one. He explored the village, the garden plots and the reefs. He talked to the villagers about their lives. Just beyond the veneer of paradise, a different reality started to emerge. He heard stories about

drinking water being scarce and the need for basic electricity. Men talked about it becoming harder to catch enough fish to feed their families. The women shared that they wanted to send their children to school but couldn't afford it. They asked him if he knew of any solutions.

Chris realized that, even if he didn't have the answers already, he could help find them. The need became clear. Sailors were cruising pristine oceans and wanting to give back while villagers could use a helping hand: The idea of OceansWatch (oceanswatch.org) was born.

Eight years later, Chris and his wife, Julia Alabaster, have led skilled volunteers and sailors to work with more than 30 villages in Papua New Guinea, the Solomon Islands and Vanuatu. Their projects have helped the people to



sustainably manage their fisheries, earn a sustainable income to pay for school fees, and adapt to the challenges of climate change.

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PASSAGE NOTES

CRUISINGWORLD.COM

OUR BEST-ISH HAULOUT

The Litzow family aboard *Galactic* just spent a few days on the hard at the very civilized Club de Yates in Valdivia, Chile.

"We kept saying, 'This is the best haulout ever,'" says Mike Litzow. "But then Alisa and I would follow that with a 'not to jinx us,' or touch wood. We were very aware that we couldn't claim victory until we were back in the water."

Turns out getting back in the water was the hard part. cruisingworld.com/1504galactic

IMPENDING DOOM?

With a long voyage across the Pacific looming over the horizon, Michael Robertson, cruising with his family aboard *Del Viento*, can't help but feel that they're due for some major equipment breakdown.

"Over the past nearly four years that we've been cruising, we've dealt regularly with relatively minor breakdowns and maintenance, but it feels

like we've gone a very long time with flawless service from our



rigging and motor and autopilot and many other fundamental systems. Aren't we due?" cruisingworld.com/1504delviento

FAMILY STYLE

After a hiatus, Brittany and Scott Meyers are back to cruising their Brewer 44, *Asante*, with kids in tow. They are quickly discovering that the life aquatic with a toddler and twin babies bears little resemblance to sailing before kids (or with just one kid), but fortunately the BVI and USVI "are truly a wonderful place to cruise with a young family," writes Brittany. "There are so many places to sail just an hour or two away and, to us, those short hops are key."

cruisingworld.com/1504windtraveler

CAUGHT IN THE ACT OF ANCHORING

While my mother, our captain, cleared us out of customs at Clifton Harbor, Union Island, in St. Vincent and the Grenadines, my father and I relaxed aboard *Amokura*, our Discovery 57, and watched the daily harbor cinema: anchor-dropping in a full and windy anchorage. Boat after boat would slowly motor in looking for a spot. They would weave paths around the anchored boats until they selected a location and then would try their best to execute the drop. Some boats succeeded the first time around but most, like us, failed and needed a second or third go.

The harbor was crowded, as usual for January, and the wind was howling 30-plus knots over the reef that provides a safe yet tricky anchorage. Clifton Harbor is nearly surrounded by reef, and has the added feature of a reef in the middle of the bay. If you find a place to squeeze in between two other boats, you want to head straight into the wind and outer reef, drop your hook and dig back a few boat lengths. Too much scope, or drag too long, and your stern will be getting close to a date with the reef behind you.

Enter *Maeva*, a 47-foot, ocean-blue Beneteau. They had found a little room to our port and directly in front of a sleeping catamaran. We and the other surrounding boat owners stood on our decks and tuned in to the show, fenders close at hand. *Maeva* first mate Hugo Moolhuysen manned the bow and readied the anchor windlass clutch. As *Maeva* turned into the wind and landed over the pretty white patch of bottom, Hugo hot-dropped the hook, which fell rapidly to the shallow bottom. Capt. Bart de Hondt eased off the throttle as the wind and current quickly pushed the boat backward. The anchor dragged for a brief second and then set. They were nicely situated between the two reefs and had good space around



Crewmember Hugo Moolhuysen gives the thumbs up after retrieving *Maeva's* coral-fouled anchor.

them. With the undertaking deemed a total success, the captain killed the engine and the crew breathed a sigh of relief. I gave them the obligatory "heya neighbor" head nod and they returned it with a wave, sat back and took a breather. Life was good.

And then all of a sudden it wasn't. *Maeva* began drifting backward quickly. Capt. Bart sprang into action and jumped on the helm. The crew rushed up from below in a panic. They were about to sideswipe the catamaran behind them and park stern-to on the reef. The captain started the engine, and they narrowly missed the cat as they drifted back. The anchor still wasn't catching, almost as if it weren't even there. The skipper gave *Maeva* some serious throttle. The prop wash churned up the water behind her. Carefully *Maeva* maneuvered away from any disaster and the crew began to pull the anchor up as they wiped the sweat from their brows.

The problem was quickly revealed: They had caught a giant hunk of dead coral in the jaws of their anchor, rendering it nothing more than some chain tied to a loose rock. They set out of the harbor to release their catch and came back to drop again. After the anchor set, they left the engine running just a little while longer — a good practice in any unsettled anchorage.

Ross Weinberg



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LAZY PANTRY RISOTTO

- 1 to 1.5 ounces dried Portobello or shiitake mushrooms (or 8 ounces fresh)
- 2 to 3 cups water
- 1 large red onion
- 2 to 4 tablespoons olive oil
- 1 cup Arborio rice
- 1 stock cube (chicken or vegetable)
- 1 cup white wine
- 1/2 cup Parmesan cheese, grated
- 1/3 cup long-life (or fresh) cream
- Salt, to taste
- Pinch of pepper
- Freshly chopped basil, chives, or parsley to garnish (optional)

Soak dried mushrooms in one cup of hot water for 30 minutes. (If you use fresh, slice and saute in two tablespoons olive oil until al dente. Put in a bowl and set aside.) Chop onion finely. Heat two tablespoons olive oil in pan over medium-high heat. Add onion; saute until translucent. Add rice. Stir for 30 seconds. Add two cups water and stock cube. Add the mushrooms. If using dried, include soaking liquid. Add wine. Stir. Bring to a boil. (This will take about four minutes). Stir thoroughly, making sure nothing sticks to the bottom of the pot. Lower heat to medium-low. Cover pan with lid and let simmer for 10 minutes. Remove lid. Stir and scrape bottom of pot, making sure nothing sticks. Add Parmesan. Stir again. Let simmer another seven minutes, without lid. Check by tasting. Risotto should be creamy in texture, but if the rice is not done yet, or there is still too much liquid, stir and let it simmer for another three to five minutes on low heat. Add cream. Stir. Serve immediately. Top with extra Parmesan and fresh herbs, if available. Serves two to three.

CAN BE PREPARED	PREP TIME	DEGREE OF DIFFICULTY
		
AT ANCHOR OR UNDERWAY	1 HOUR	EASY

Risotto Revisited

By Magali Waterhouse

After our year-and-a-half-long honeymoon ended in July 2012, my husband, David, and I decided to upgrade. We traded *Ensemble*, our Fountaine Pajot 48, for our new boat: *Bluewaft*, a Lagoon 56 catamaran. When we'd started cruising around the world in our former boat, I'd tried to make risotto on board, but failed miserably — the constant stirring made me seasick within 15 minutes. I needed to find a solution!

So on our new boat, I created a new risotto recipe. It solved two problems. First, I had to reduce the amount of stirring time required without burning the rice. Second, most of the ingredients needed to be long-lasting. "Lazy Pantry Risotto" was born! It quickly became our favorite onboard meal.

Italian chefs would probably disagree with my "nonstir" technique, and I freely admit this risotto is different from that made by Italian cooks. But we definitely consider it a delicious treat while crossing an ocean!

For best results when making this dish, you'll need a large, deep, heavy-bottomed saute pan with lid — nonstick if possible. It will diffuse the heat evenly and prevent the rice from burning. This recipe is based on my stove and pan. Give it a try, and adjust it to your own stove and cookware. The most important consideration: Do not burn the risotto! So if you're unsure, just lower the heat. Bon appétit!

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Lynda Morris Childress



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Though they're sailing around the globe, Cap'n Fatty and Carolyn are never far from home.



Cap'n Fatty
Goodlander

When I was 9 years old, in the early 1960s, my family kept *Elizabeth*, our 52-foot John G. Alden schooner, in Vinoy Basin, in St. Petersburg, Florida. I was encouraged by my parents to be a wild child, at least within the confines of our conch shell's reach. If my mother or my sisters blew the conch, I had to come running home at hull speed. This meant the entire harbor was my sandbox, and what a glorious sandbox it was.

In the northwest corner was Tommy the Fisherman and his little lean-to shack. He had a gimpy leg, one eye as dead as a grape, and he drank Cuban rum by the barrelful. He scared most lubbers as he ranted to various invisible ghosts, and sometimes spittle would fly from his toothless mouth. But I didn't mind. He had a grinding wheel through-bolted on his outside workbench, where a fluttering, torn jib served as a sunshade. I was allowed to use that wheel to sharpen my Barlow pocketknife. After a while, I was also allowed to dip my blade into one of

the three soup cans of lubricating oil set aside for honing. When he gruffly gave me that permission, I felt as if I'd graduated from Harvard.

On the southwest corner of the basin was St. Pete Beach. I'd saunter into the weight-lifting gym to do my stretches. I was called Timmy back then. "Train, don't sprain, Timmy," the muscular giants on the bench press would tell me with a wink. I followed the rules. I racked my weights. I didn't skylark. You had to be 12 years old to join, unless you were me.

Just outside that door was Coach Janice, my first crush. She distributed the shuffleboard tiles to the "inmates," as she called them. I was, when I needed pocket money, a bit of a shuffleboard hustler, but I was careful never to allow her to see me at it. Janice was soft and warm and smelled of sweat, cotton candy and cheap perfume. Her scent intoxicated me. She'd tousle my sun-bleached hair. I'd sit close. We'd whisper. It was nice. We never spoke of our mutual passion, but I knew one day we'd marry and have storks dropping our babies from a cloudless sky.

Across the harbor mouth, in the southeastern corner, were the transit cruising boats. I'd bicycle down that rippling dock 10 times a day. I knew every skipper, every wife, every crew-member and all the boats. I could squeeze in and hold a bolt better than any man, being of compact size and all. I knew the stage of every boat project, which hull was full of rot, which engine was frozen, which pair of spruce spreaders was cracked. We were family, one big cruising family. They confided in me, and I said little and listened a lot. Thus I learned who had the fire, which wife was running on empty and which captain was full of, well, himself.

Often I'd be adopted. "You're welcome aboard anytime, Timmy," the skipper would say. "Kool-Aid, Timmy?" the wife would ask. I knew where all the keys to all the companionways were hidden (always check the winch-handle holder first). Sometimes a crew

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would go back north for the holidays and the harbor master would be standing on the dock, saying, “Ahoy, *Elizabeth*.” He’d proceed to tell me that the Swedish couple on the double-ender wanted me to start their engine for an hour once a week until they returned.

I listened carefully and felt so proud.

I’d try not to allow it to show, but I’d think to myself, “Well, of course they asked me, they want it done right, don’t they?”

For two years I was the Prince of Vinoy Basin. It was my personal domain by mutual proclamation of the denizens thereof. I wasn’t a kid, I was ruler of my tiny watery world.

I’m 63 now. I’m on my 55th year of living aboard. Things have changed, but then again, they remain the same. The whole wide world is now my Vinoy Basin. I’m a serial circumnavigator, constantly visiting new destinations, true, but in between I’m constantly going home as well.

Home is in Cochin, India, where Professor T. K. Mani and Mister Shine await with warm embraces. Home is Moorea, where Lon and Rose have the welcome mat out on *Askari*’s gracious gangplank. I’m home in New Zealand, where Lin and Larry, Alvah and Diane, and the harbor masters Sharon and Brian await.

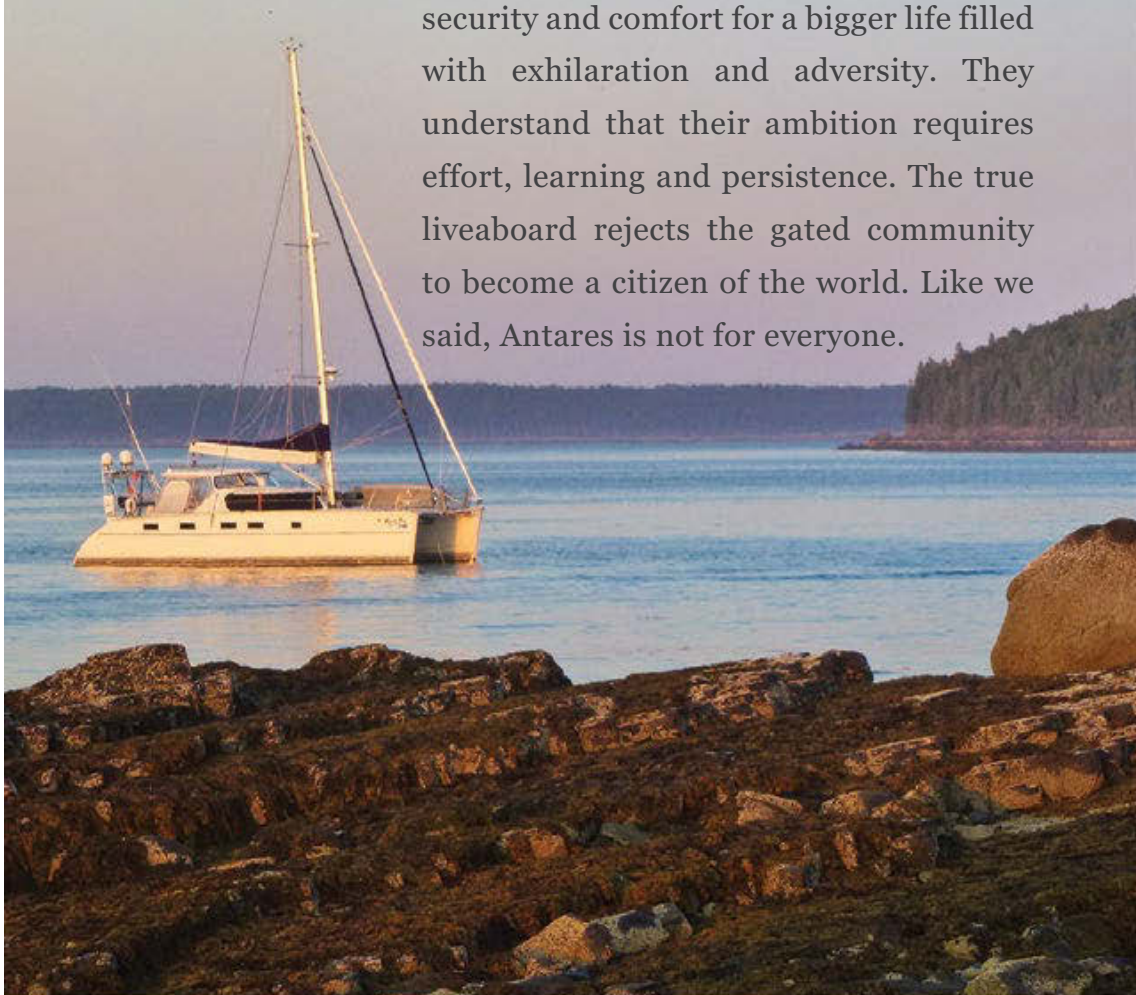
If I tack to port, I’m off on a new adventure with an entirely clean slate. If I tack to starboard, I’m in the bosom of my global family once again.

Gene Nelson, the (former) Nashville guitar picker who penned *Eighteen Wheels and a Dozen Roses*, is ready to catch my dock lines in Phuket, Thailand. Uncle Foot is anchored in Turkey, nursing a broken leg. Papa Gosh is still

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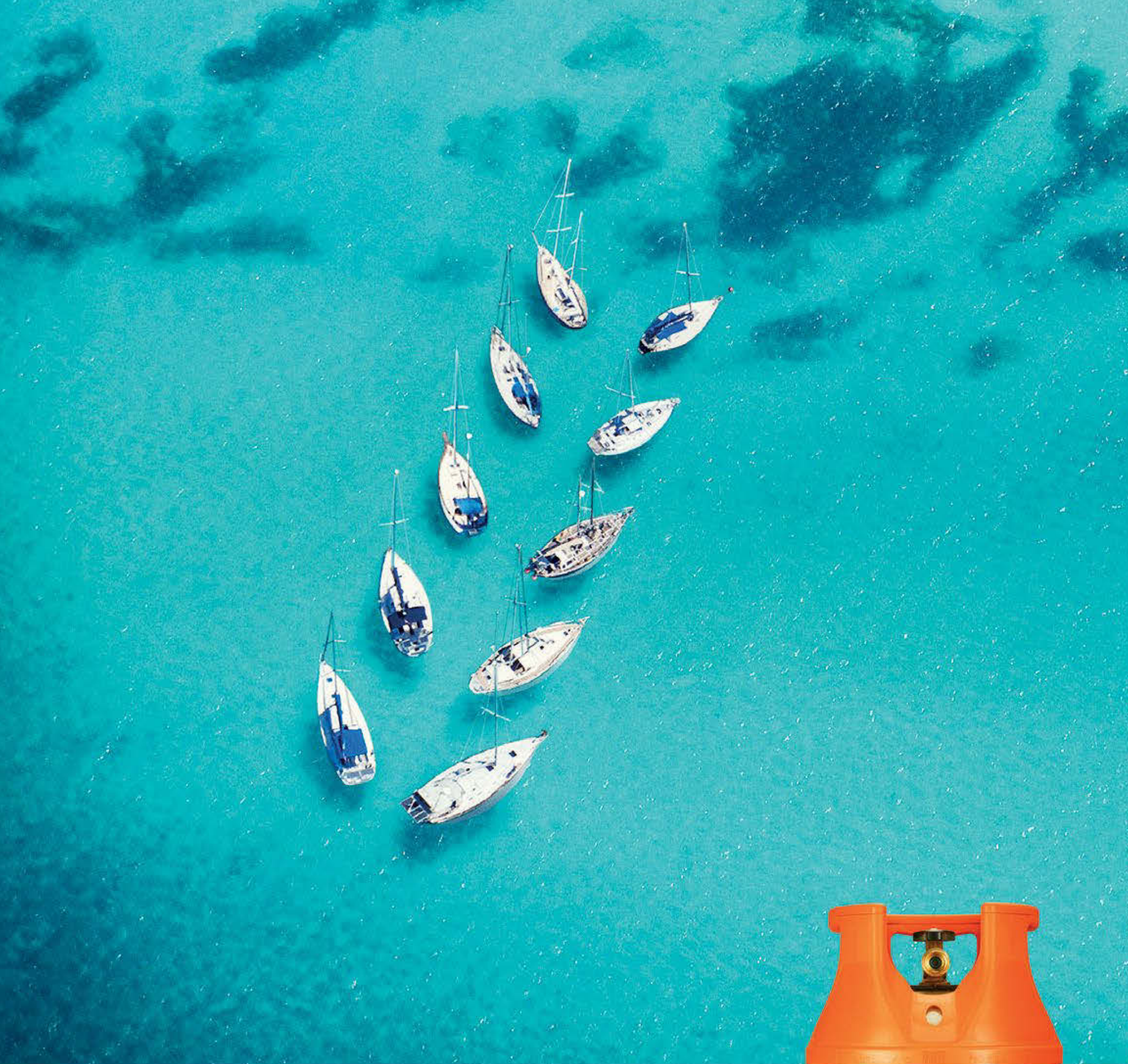


Amanda Zulkifli is part of Fatty's far-flung family. At her shop in Langkawi, she was inspired to turn concentrated coffee into museum-quality paintings.

the Magic Man of Milos, Greece. Tom and Lou of *Token* keep trying to flag us down as we broad reach by England. From Bequia, Sally Erdle says, “The fish are on the fire.”

I hug these people; I hug them fiercely. They are made of flesh and blood and bone. My friends are me. I am my friends. We all have hopes and desires, and we all fall short. I lick their tears and they lick mine. It's basic. It's primitive. And it is oh so satisfying.

The worldwide cruising community is not Facebook. There's no password,



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unless words like “love” or “brotherhood” count as such. Around the globe, humans are just like you and me: a bucket of contradictions awash in a sea of societal confusion. We interact without apparent rhyme or reason.

On our last circumnavigation, I tacked into a small island in the Langkawi Archipelago off the coast

of Malaysia and was amazed to find a Starbucks. My wife, Carolyn, and I needed to shake the money tree via email, so we camped out for a day at a distant table. Toward the end, the manager wandered by, not to throw us out but rather to offer us a free cup of coffee and to inquire if the Wi-Fi was running fast.



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“Fast enough,” I said with a smile.

She smelled good. Her name was Amanda Zulkifli. It was hard to see what she looked like with her head scarf, but her apple-cheeked smile was lovely. She too had hopes and dreams. “Someday, I want to start my own coffee shop,” she said.

“Why don’t you?” I asked. She gave me a long list of logical reasons. She’s penniless. She’s a single mother solely supporting a young son in an Islamic country. Female entrepreneurs aren’t encouraged.

“Those aren’t reasons,” I said gently, “they’re excuses.”

Our eyes locked. Amanda glanced at Carolyn. She peeked over at the Starbucks counter. Business was slow. Her staff smiled back. Then she abruptly sat down with us, leaned in and we talked.

Six months later, I played guitar at the grand opening of Amanda’s Coffee and Tea. The local imam came to bless the place as I channeled my inner Bob Dylan. The imam grimaced. I doffed my cap.

Business was slow at first. Amanda drew pictures to pass the time. She had little money and couldn’t afford acryl-

AFTER ALL THESE YEARS AND ALL THESE SEA MILES, IT’S THE PEOPLE OF THE WORLD WHO INSPIRE ME TO KEEP SAILING, NOT THE OCEANS. THE OCEANS ARE ALWAYS THE SAME.

ics. But Amanda is The New Woman of Modern Malaysia on many levels. Nothing stops her. She’s empowered. She’s tomorrow, and won’t be held back by yesterday. Besides, she had plenty of coffee waste, and so began to paint by dipping her brush in her discarded grounds and turmeric.

One day, I happened to be helping out at the shop and was taking out the trash when I discovered a turmeric work of art. I couldn’t believe she’d painted it. “This is marvelous, Amanda,” I said. She dismissed me with a wave of her hand.

Soon, an itinerant snake charmer started hanging out (and politely corrected my Dylan lyrics when I

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dropped in to play a few tunes). A Finnish sail-maker stopped by. A Chinese fellow in advertising dropped in. A Canadian bicyclist, who couldn't quite remember which decade he arrived in Malaysia, began ordering double espressos.

Suddenly, Amanda's was the place to be in Langkawi. She realized this

when the sharia police sent undercover agents because surely, a woman couldn't attract such a crowd without selling alcohol, right?

Carolyn and I are sailing around the world again. Amanda travels the world on tour with her art, and her brother keeps the coffee shop bubbling along. All the while we offer a cyber-shoulder

to cry on. Amanda is family. Her setbacks are our setbacks. Her thrilling triumphs are, in some miniscule way, ours too. We happily bask in her success.

We're currently in Singapore. I recently told this story over dinner at the Changi Sailing Club, and someone asked, "But what's Amanda got to do with circumnavigating?"

"Everything," I say, and it's true. After all these years and all these sea miles, it's the people of the world who continue to inspire me to keep sailing, not the oceans. The oceans are always the same. Lovely? Inspiring? Tranquil? Yes, yes and yes, but unchanging.

Life is change. We can happily embrace it or bitterly struggle against its overwhelming tide.

Yesterday I was ashore, working on a book outline on a bench overlooking the Changi Beach Walk. I get totally lost in my words, but far, far off, as if I were deep in a silent tunnel and the sound were coming from the sunny shaft opening above, I heard the conch shell blow. The very same conch shell that has been transferred from *Elizabeth*, to *Panique*, *Corina*, *Carlotta*, *Wild Card*, and now to our present sailboat, *Ganesh*.

I smiled and beat feet back to my boat at hull speed. A grinning Carolyn took the dinghy painter.

"Amanda is back on Langkawi and has invited us for a big fete in May!" Carolyn blurted out.

"Who is Amanda?" asked our daughter, Roma Orion, bouncing our granddaughter, Sokú Orion, on her knee.

"Oh, that's wonderful," I replied. "Did you read the excellent press coverage of her exhibition in Paris?"

Then I explained to Roma, "Amanda's a Langkawi artist who is the Sheryl Sandberg of Malaysia." Carolyn filled Roma in on her back story, and then finally said to me, "Sometimes I can't believe this life we lead!"

"I agree," I replied, nodding at Roma and Sokú as a Beatles lyric fluttered through my brain: We have family "Here, there, and everywhere."

Fatty and Carolyn Goodlander are dividing their time between babysitting for their grandchild, Sokú Orion, in Singapore and cruising Southeast Asia.

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SIRENA MARINE

Maiden Voyage: Lessons Learned

Ideas collected over a life of cruising all come together in a new expedition sailboat.

By Jimmy Cornell



Jimmy
Cornell

Reflecting on *Aventura's* 10,000-mile maiden voyage — which took her from Europe to the Arctic, then

to the Bahamas and South Florida — allows me to make a thorough assessment of whether she has lived up to my expectations of her being equally suited for sailing in high latitudes and cruising in the tropics.

Designed, built and equipped with an Arctic voyage in mind, she incorporates a raft of special features based on my experience of sailing in Antarctica and Spitsbergen. Every one of these proved to have been an inspired choice, as without them, this could have been a very different story.

The substantial aluminum plate, or tang, welded at the base of the forefoot was initially meant as a point of attachment to drag the boat ashore with a tractor if she were to spend the winter in the Arctic, where there are no haulout facilities. More to the point, the tang has been compared to the rostrum fitted to Roman galleys for ramming enemy ships. In our case it proved extremely useful when we were caught by ice and had to fight our way to the open sea. Acting as a mini-icebreaker, we rammed the surrounding floes to push them out of the way. With additional help from the crew pushing with long poles, as well as by employing the bow thruster, we eventually

managed to escape, but I wonder how another boat would have fared in similar circumstances.

Collision with ice in the open sea is a perennial concern even in a metal boat, and we always had two people on watch in the cockpit, looking out for ice. After a while we found that, especially in poor visibility due to mist or rain, the watchkeeper had a better view from the inside nav station, where he or she could

unscathed lying to our 33-kilogram Rocna anchor and 90 meters of 10-milimeter rode, but had to motor constantly into the wind to keep out of the way of a boat that had anchored too close to us before the storm.

Self-sufficiency is the name of the game for anyone undertaking a high-latitude voyage, and that means having all essential spares and tools (preferably power) required for emergency

half of that.

For propulsion and heating we carried 950 liters of fuel — 750 in the main tank and 200 in jerry cans. The Volvo D2-55 proved economical, burning only about 3 liters per hour at 1,800 rpm, thus giving us a range of some 1,500 miles under power.

In my view, self-sufficiency also means being able to handle and sail the boat singlehanded. With this in mind, on *Aventura* all essential lines lead back to the cockpit, to two electric and two primary winches. Although I had serious doubts about being able to handle this larger and more powerful boat on my own, my concerns were unfounded. Indeed, it gives me a deep sense of satisfaction that I can easily handle *Aventura* by myself, just as I always did with her smaller predecessors.

In my attempt to make *Aventura* as eco-friendly as possible, I decided not to have a diesel generator but to use renewable sources for electricity generation: 180 watts' worth of solar panels, and D400 wind and Sail-Gen hydro generators. In spite of a large consumption of electricity, especially when fully crewed, this has been an efficient setup that kept the batteries fully charged on passage, with the main engine only used for charging occasionally.

One area of serious doubt, which now has been laid to rest, was the solent rig on the new boat. Initially I was determined to have a cutter



Even with a stiff aluminum hull and bow tang that could be used as a ram, *Aventura* occasionally became stuck in the Arctic ice.

keep a visual watch and monitor the radar, while at the same time staying warm and dry. The boat could be easily steered from there with the help of the autopilot.

While anchored with a few other yachts at the start of the Northwest Passage waiting for the ice to retreat to allow us to proceed west, we were caught by a storm with gusts of up to 60 knots. We survived

repairs. The ability to dive is also crucial, and besides a dry diving suit, two full tanks should also be carried.

Throughout our cold-water escapade, we had plenty of warm water when motoring. The Spectra watermaker worked surprisingly well in water temperatures that were often close to freezing, though its normal output of about 50 liters per hour fell to

rig, as on the previous *Aventuras*, but I was eventually persuaded by both the builder and the architect that in their experience a fractional rig, as extensively tested on the Allures range of sailboats, has proved more efficient on a centerboard boat than a standard cutter configuration. Indeed, I found the solent jib performed better when close-hauled than my previous yankee-staysail combination. What I dislike most about the current rig are the swept-back spreaders, which prevent the mainsail from being fully eased when sailing off the wind. Having the mainsail rest against the spreaders is a serious source of chafe. I managed to overcome this nuisance by buying two lengths of pipe lagging from a builders supplier in Orkney. The four spreaders now sport this homemade protection, which has worked very well, but to be on the safe side, in Rhode Island I had anti-chafe patches sewn onto the mainsail in all critical areas.

Going forward, *Aventura* will now spend at least one year sailing in the tropics. A winter sojourn in the Bahamas and South Florida allowed me to find out if she's as well suited for warm climates. The substantial insulation, which had made life so comfortable by keeping the cold out and the heat in while

in the Arctic, has been just as efficient in keeping the heat out. The deck saloon, which was such a great feature in the Arctic and easily accommodated all eight of us around the table, is now rarely used, as life in the cockpit under the generous bimini is more comfortable (but you'll still find me standing night watches in the comfortable nav station below).

Aventura's maiden voyage has confirmed my long-held view that a boat can be best compared to a successful marriage. Both are the sum of a range of compromises, and with time you learn to enjoy and appreciate those aspects that work and ignore or live with those that don't.

One year after her launch, I can say that I am indeed very happy with my latest *Aventura*. I have no doubt that she is a winner, and not just of this magazine's prestigious Boat of the Year award. With nine orders for the Garcia Exploration 45, one for a 52-footer based on the same concept, and even plans for a 63-footer on the drawing board, there must be more to this design than just the whims of an old man.

Jimmy Cornell is a Cruising World editor at large and organizer of the Blue Planet Odyssey, in which Aventura is a participant.

CREW CONCERNS

Provisioning for a crew of eight for an estimated 60 days was a major challenge, but it worked well, and we never had any shortages. We supplemented some of our supplies at Arctic Bay, where the supermarket had a far better selection than we had expected to find in this remote Inuit settlement. My daughter, Doina, baked fresh bread every two days, and some of the fresh produce lasted surprisingly well, including the 240 fresh eggs I had bought at a chicken farm in Orkney in early June. We had the last tasty omelet on the passage from Newfoundland to Newport, Rhode Island, in September!

Garbage disposal on an expedition of this kind can be a major challenge. Before we left Nuuk, in Greenland, where we did the last major provisioning, we discarded all packaging, knowing that this was the last place to have it recycled. From there on, we didn't throw anything away, but cut all the trash into small pieces and stored them in empty milk bottles, which is a most efficient way of reducing volume. By the time of our return, all refuse had been reduced to two large garbage bags.

J.C.

Happy!



Claris, image builder - Photo Nicolas Claris



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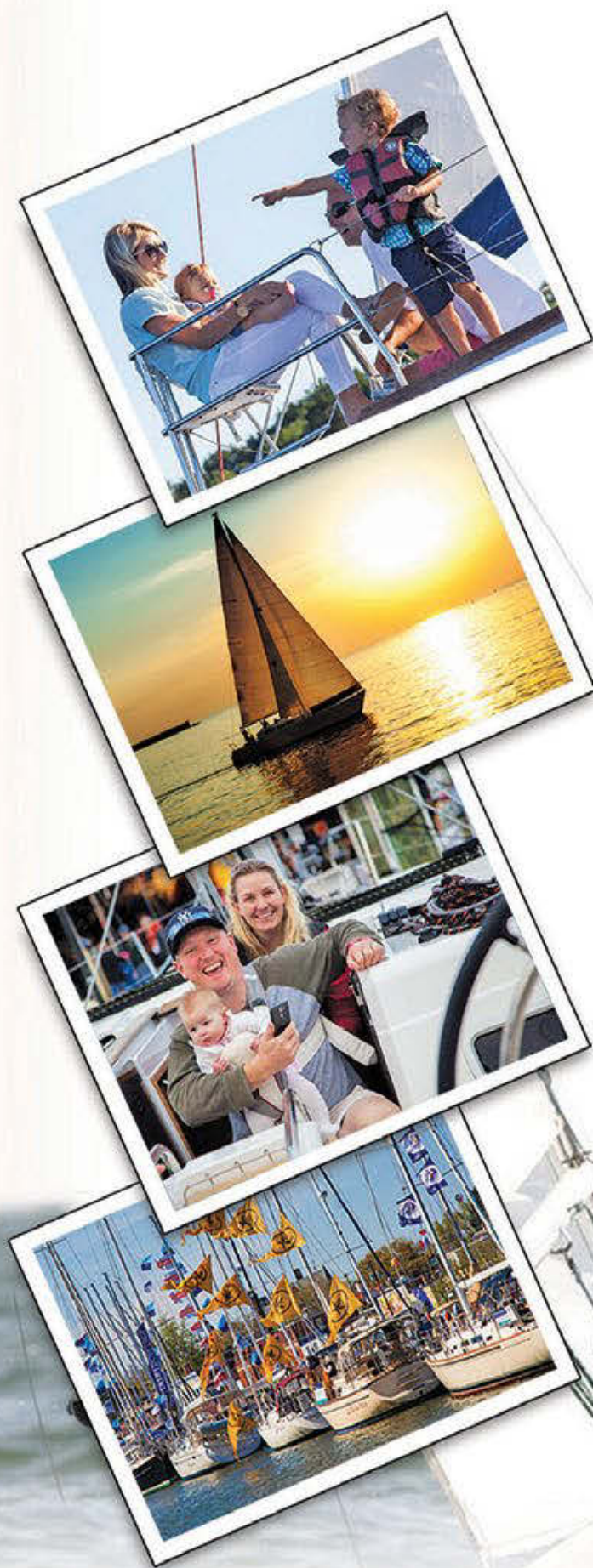


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Step Two - Choose Your Elective Classes

Friday: Select one class per time slot

8:15 AM - 9:45 AM	10:00 AM - 11:30 AM	1:00 PM - 2:30 PM	2:45 PM - 4:15 PM
Offshore Energy Management & Design <i>Bob Williams</i>	Sustainability: Wind & Solar Energy <i>Bob Williams</i>	DC Watermakers <i>Bob Williams</i>	AC/DC Air Conditioning <i>Bob Williams</i>
Solving Problems Offshore <i>Andy Schell</i>	Coastal & Offshore Cruising Prep <i>Liza Copeland</i>	Exploring the Chesapeake <i>John Stefanick</i>	Cruising the Caribbean <i>Liza Copeland</i>
Docking Principals <i>Lisa & Andy Batchelor</i>	Night Cruising <i>Lisa & Andy Batchelor</i>	Planning Your Passage <i>Andy Schell</i>	Money & Cruising <i>Andy Schell</i>

Saturday: Select one class per time slot

8:15 AM - 9:45 AM	10:00 AM - 11:30 AM	1:00 PM - 2:30 PM	2:45 PM - 4:15 PM
Offshore Energy Management & Design <i>Bob Williams</i>	Efficient Refrigeration System Design <i>Bob Williams</i>	AC/DC Air Conditioning <i>Bob Williams</i>	Sustainability: Wind & Solar Energy <i>Bob Williams</i>
Sail Trim For Control <i>David Flynn</i>	Proper Prior Planning <i>Kathy Parsons & Pam Wall</i>	Hands-on Sail Repair <i>John Balano</i>	Inland to Offshore <i>Ralph Naranjo</i>
Galley Gourmet <i>Kathy Parsons</i>	Cruising in Harmony <i>Lisa & Andy Batchelor</i>	Outfitting for Blue Water Cruising (Part 1) - Pam Wall	Outfitting for Blue Water Cruising (Part 2) - Pam Wall
Anchoring: The Art of Staying Put <i>Ralph Naranjo</i>	Navigating the ICW <i>Paul Truelove</i>	Cruising the Caribbean <i>Liza Copeland</i>	Modern Navigation <i>Matt Benhoff</i>
Basic Marine Weather (All Day) <i>Mark Thornton</i>	Basic Marine Weather (continued) <i>Mark Thornton</i>	Basic Marine Weather (continued) <i>Mark Thornton</i>	Basic Marine Weather (continued) <i>Mark Thornton</i>

Sunday: Select one class per time slot

8:15 AM - 9:45 AM	10:00 AM - 11:30 AM	1:00 PM - 2:30 PM	2:45 PM - 4:15 PM
Planning Your Passage <i>Andy Schell</i>	Docking Principals <i>Lisa & Andy Batchelor</i>	Below the Waterline <i>Steve Zimmerman</i>	Sail Inventory <i>Chuck O'Malley</i>
What Works (Part 1) <i>Kathy Parsons & Pam Wall</i>	What Works (Part 2) <i>Kathy Parsons & Pam Wall</i>	Cruising the Bahamas: Abacos <i>Kathy Parsons & Pam Wall</i>	Cruising the Bahamas: Exumas <i>Kathy Parsons & Pam Wall</i>
Liferaft and Survival at Sea <i>Charles Daneko</i>	Basic Diesel Maintenance <i>John Martino</i>	Communication Systems <i>John Martino</i>	Sailing in Heavy Weather <i>Ralph Naranjo</i>
Thunderstorms: A Primer <i>Mark Thornton</i>	Understanding Low Pressure Systems <i>Mark Thornton</i>	Anchoring: The Art of Staying Put <i>Ralph Naranjo</i>	Creative Storage & Provisioning <i>Liza Copeland</i>

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A Valiant 42 built in 1997 and refitted in Belfast, Maine, Eleanor of Hewes Point has undergone a radical transformation in preparation for a voyage to England later this year.



SHAKEDOWN ON PENNO

TO PREPARE FOR AN UPCOMING VOYAGE ACROSS THE ATLANTIC ON A BOAT LOADED WITH NEW SAILS AND SYSTEM

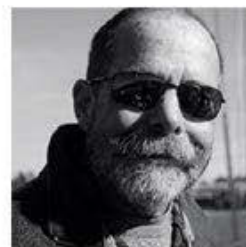


Unlike most Maine cruising stories, this one begins in the Pacific Ocean, off the coast of Peru, in early 2010. Aboard the 64-foot cutter *Ocean Watch*, we were headed north toward the Galapagos Islands — and our ultimate destination of Seattle, where our voyage had originated — on the latest leg of our Around the Americas expedition. By this stage, having negotiated the Northwest Passage and Cape Horn, skipper Mark Schrader, first mate Dave Logan and I had pretty much exhausted most topics of maritime-related conversation; like waterlogged cavemen, we could communicate on nearly any nautical matter, from tying in a reef to heading for the fuel dock, with a wink, nod or shrug. Words were superfluous.

Luckily for us, though, on this stretch of the trip we also had a new crewmember aboard, one with plenty of probing questions about cruising boats, their systems and offshore sailing. Motorsailing up the coast of the blistering flank of South America in an almost windless El Niño year, Billy Gammon was welcome company indeed. Gammon, a native Texan whose wife, Regan, was on the board of the expedition's primary sponsor, the ocean-conservation group Sailors for the Sea, was using his time aboard *Ocean Watch* wisely, and with a specific purpose. He was ready to obtain his own long-range cruiser and take her to sea.

Gammon knew almost exactly where he wanted to go: from his second home on Islesboro, in Maine's Penobscot Bay, across the Atlantic to the British Isles and beyond. But what he'd get to actually sail there was another thing altogether. He'd done plenty of research and had no end of good ideas, but he was also wide open to suggestions.

In Schrader, Gammon found a passionate advocate of naval architect Bob Perry's Valiant line of moderate-displacement cruising boats, and why not? Schrader had recorded not one but two solo circumnavigations on Valiants, the first aboard a 40-footer called *Resourceful* in the early 1980s and the second, in the 1986-87 BOC Challenge, on a 47-foot version named *Lone Star*. "Mark pretty much sold me on the hull form," said Gammon, "when he explained how little he knew on that first singlehanded journey and how she



Our crew got along famously. Dave Logan (top) shared his strong opinions. Sailmaker Carol Hasse (middle) is always a wealth of knowledge. Skipper Billy Gammon (bottom) brought us together.

**STORY AND
PHOTOS BY
HERB
McCORMICK**

BS COT BAY

S, A GROUP OF FRIENDS SET SAIL OFF THE COAST OF MAINE.

got him safely home.”

Logan, who'd worked closely with Schrader on the *Resourceful* campaign, also vouched for the Valiant. As the de facto engineer on *Ocean Watch*, who'd helped oversee the boat's entire overhaul and refit prior to her Around the Americas adventure, Logan also advised Gammon on electronics, rigging, plumbing and just about anything else that came to mind. Logan may be soft-spoken, but he has his opinions. Strong ones. And he was happy to share them.

Fast-forward four years, to 2014. In the years after his stint aboard *Ocean Watch*, Gammon had pressed forward — with dispatch — on his dream. Almost immediately after our trip, he tracked down a Valiant 42 in Florida that had been built in 1997 and on the used-boat market for a while. A few years languishing in the tropical sun had taken its toll, but she was strong and seaworthy, with good bones. After he purchased the yacht, she was sent north to Maine and eventually to Belfast's Front Street Boatyard; with Logan consulting on the project, an initial work list was drawn up, one that would grow as the refit proceeded.

Over the next couple of winters — interspersed with some local summer sailing — the 42-footer was completely transformed. Down below, there were new wiring, LED lighting, electronics, an SSB radio, radar and cushions. In came a water-maker and a nifty Dickinson heater. The auxiliary and generator were taken apart and put back together. A new head was added and the plumbing sorted.

Moving on up, the standing and running rigging was replaced, and much of the deck hardware was upgraded. The hatches and port lights were pulled and resealed. Self-steering was addressed: a new autopilot and a Monitor windvane. There was new canvas: a dodger, bimini and cockpit curtains. Bit by bit, the 42-footer was being prepared for, well, anything.

And of course, that also meant a fresh suit of sails. Aboard *Ocean Watch*, we'd commissioned our old friend Carol Hasse to build us a bullet-proof inventory at her Port Townsend Sails loft in Washington State. It was, we reckoned, one of the best decisions we'd made, and Gammon had seconded that opinion during his leg aboard. His revamped cruiser, it was decided, would also fly Hasse sails. In this department, no stone was left unturned, and Hasse's talented team got to work on a new mainsail, storm trysail, staysail, storm

staysail, 110 percent jib and an asymmetric spinnaker. Heck, drawing inspiration from a client who owned a Nor'Sea 27, and knowing Gammon would likely find some breezeless high-pressure zones on the transatlantic trip, Hasse even fashioned a light-air main.

Except for the fine-tuning, and there'd be plenty of that, there was just one major task left to address: a topsides paint job. It turned out to have both aesthetic and personal ramifications. Yes, the light-blue hull proved handsome and striking. What made it special, though, is that while he was at it, Gammon decided to change his boat's name.

It was a matter he didn't take lightly. While there was nothing wrong with the boat's previous handle — *Natural Selection* — it lacked, he said, “the feminine character that cruising boats favor.”

Prior to his Valiant, Gammon's formative sailing experiences happened with his mother sailing Down East aboard a modest Pearson 30 coastal cruiser his dad had purchased shortly before he passed away. Together with his mom — and largely because of her forthright initiative — Gammon started sailing in earnest. They learned from their shared mistakes, and had many an adventure in each other's company — some hilarious, others not, but all in the name of their mutual maritime education and wanderlust. She lived to be 97, and as fate would have it, her days ended at just about the same time her son was pondering a name change for his new yacht.

“In a flash,” Gammon later wrote, the matter was settled. “She would be *Eleanor of Hewes Point*.” Just like his mother.

Last fall, with one more winter to go before *Eleanor* would set sail across the Atlantic in the summer of 2015, her crew gathered in Islesboro for a several-day shakedown sail on Penobscot Bay. The plan was to test all the new systems; hoist and trim all the crisp sails; and prepare one final work list to tackle once the boat was hauled and Maine's snowy season had commenced. Gammon had concluded a four-person crew would be ideal for the crossing, and Logan and Hasse had already signed on to join him. It had been nearly three decades since my first and only transatlantic, an experience I've always wanted to replicate. So when he offered me the fourth spot, well, he didn't have to ask twice.

On the first glorious day of autumn, with clear skies, temperatures in the 60s and a sweet 12-



These nifty Spin-lock clutches were perfect for the lazy jacks (top). Hey, check out a light-air main (middle)! Everyone loves the ATN Tacker, which makes setting the cruising kite a breeze (bottom).

THE WATER WAS DARKENING BUT BEFORE I COULD SAY "HEY, I RECKON IT'S ABOUT TO GET WINDY!" THE 25-KNOT SOUTHWESTERLY WAS UPON US.



to 14-knot westerly gusting into the upper teens, we pointed *Eleanor*'s bow south from Islesboro. And then Hasse's sail-handling clinic almost immediately began. "Around 18 knots we'll need to put in the first reef or roll up a little headsail, depending on the angle," she said. "That's pretty common on Valiants." Cruising with Hasse is always instructive.

For a while the sailing was downright stupendous, with *Eleanor* close-reaching at a pretty consistent 6.7 or 6.8 knots, topping off at 7.4. When the breeze touched 18, as Hasse predicted, the boat was more comfortable after we furled a few turns on the jib. But then the wind softened; the headsail was fully unfurled; up went the staysail. Better. Off North Haven Island, the breeze died further. I was at the wheel when we decided to go up with the drifter.

Uh-oh.

The other headsails had been struck and the spinnaker was aloft in its sock, ready for deployment, when I noticed the water ahead darkening and the shadowy patches closing fast. But before

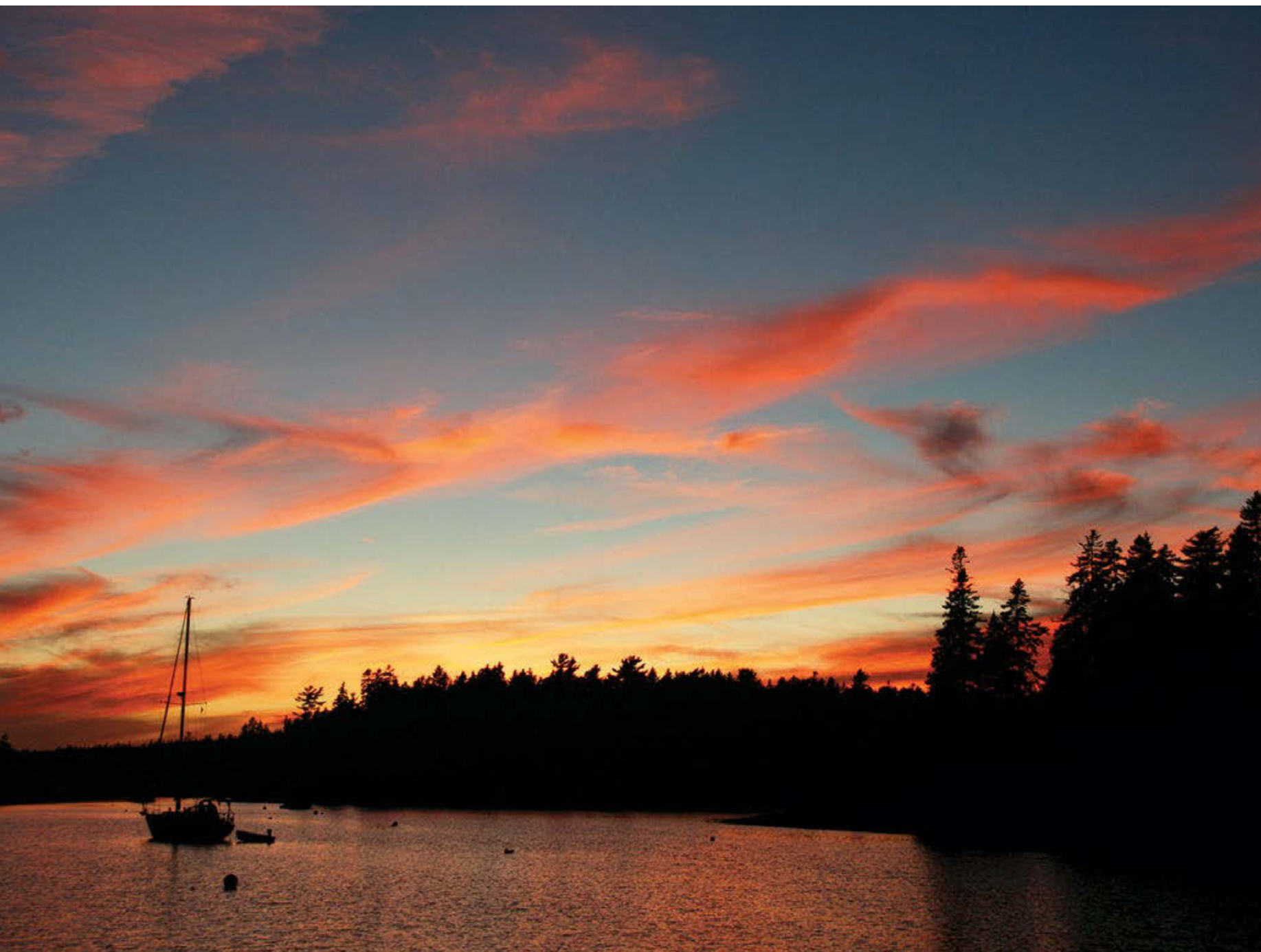
I could say "Hey, it's about to get kind of windy," a staunch 25-knot southwesterly was upon us. Since we were on port tack, and the island was directly to port, we couldn't tack, so the ensuing maneuver — dropping the sock, reefing the main — was a bit of a fire drill. Especially because all the reefing lines and the main halyard were to starboard, which at that very moment was basically an awash leeward rail on a steep heel in the wrong direction.

And of course, because it had been so lovely out, nobody was wearing harnesses. The water in Maine, by the way, is really cold.

Yikes. I could only think: Aren't you glad you enlisted such an "experienced" crew, Billy? But I decided to keep that one to myself.

We'd had enough fun for the day, so once everything was cleaned up and straightened out, we bore off for Rockland for the evening. On the way over, we deconstructed the day's events. Yes, we'd already been taught a thing or two, but we all agreed that was the reason we were there in the first place.

The locals on Ragged Island could not have been friendlier or more welcoming. And as the name of this salty lobster boat proves, they also have a pretty good sense of humor.



On our final night aboard, nestled in Perry Creek off the Fox Islands Thoroughfare, we unanimously agreed that the autumn sunset scored a perfect 10.

For Day 2 of our mini-cruise, Gammon wanted to show us one of his favorite little corners of the vast Maine cruising grounds, the snug harbor of Criehaven, on Ragged Island, just south of the larger, better-known island of Matinicus. In a light 10-knot easterly, after breakfast we were again underway.

Back in the day aboard *Ocean Watch*, by the end of our 13-month journey, we were all well aware of one another's favorite ways of doing things, to the point that we'd tried to standardize maneuvers and on-deck organization as much as possible. It's the same deal aboard the better race boats I've crewed on. If everyone's on the same page with stuff like coiling lines and sheets, or running halyards, it becomes second nature — you react instead of thinking about reacting —

when things get gnarly or go south quickly and unexpectedly.

Along those very lines, Hasse had clearly given the previous days' excitement some consideration, and shared her thoughts over second cups of coffee.

A few reefing tips: When tucking in a slab reef, taking in and locking down the boom topping lift a bit is quite useful in easing the loads on the sail, particularly when addressing the reefing line at the cringle, which always seems loaded up. For the main's new tack, a snap shackle or carabiner is a better, much more secure option than the standard gooseneck hook. Finally, instead of grabbing any handful of sail ties for tying in reefs, she recommended making up and using specific colored ties solely for the main,

CRIEHAVEN, AS ADVERTISED, WAS A COZY MAINE HARBOR FULL OF LOBSTER BOATS AND LOBSTER-MEN, ONE OF WHOM OFFERED US HIS MOORING.

specifically fitted for that sail. They all sounded like good ideas.

So too was taking a reef in the main as we motorsailed south in spotty air, a practice both Logan and Hasse subscribe to. It makes sense; in that mode, the main is just a steadying sail anyway. With the reef, there's less sail to trim and, more importantly, less sail area aloft to slat around when pinching, which is often the case when the diesel's ticking over.

After a while, as the zephyrs persisted, we struck the "main" main entirely and set the replacement light-air mainsail; it's essentially a triangular drifter with a loose luff. It goes up on the same halyard and is tacked at the gooseneck, just like a real main, sans the track. The only other difference is that the sheet/clew is a dedicated shackle cleated right on the boom, like a reefing line. Because the loads are so light, it's trimmed right at the cleat, by hand. This was a new one on me, but Hasse's case for the sail was persuasive; one of the most torturous sounds in sailing is the slat-slat-slat of a traditional main rolling in a swell in no breeze. The nylon replacement eliminates that, and in doing so, also eliminates the shock loads on the rig that occur with a slatting main.

All that said, if I wind up gazing at that sail for extended periods while going nowhere fast during the transatlantic trip, I'm reserving the right to bash my brains out with a winch handle. Not a big fan of drifting under sail.

As the light airs persisted, Logan decided it would be a worthwhile exercise to practice going to windward; he even had a goal. "I'd like to see 35 degrees," he said, referring to our apparent wind angle. It took a bit of doing, but after experimenting with different sheet leads, we hit the number, making 4.5 to 5.5 knots in about 5-6 knots of true wind...while dragging the dinghy. Cool! We'd already proved *Eleanor* was a stiff boat. Now we knew she was slippery too.

Criehaven, as advertised, was a cozy but lovely little Maine harbor, chock-full of lobster boats and lobstermen, one of whom told us to pick up his spare mooring, the only free one available. We took advantage of the sensational fall afternoon to work out a permanent preventer for the main boom, and to hoist the storm trysail and determine the ideal sheet placement. Once that was done, Logan said, "May we never have to fly it in earnest." Amen, brother. At dusk, swarms of mosquitoes threatened to carry us far, far away, so we retired to *Eleanor's* saloon for the evening. It had been another productive day.

Heading north again the next morning in a pleasant southerly, we finally got a good look at the downwind sails, setting the drifter and, later, poling out both headsails and running up the bay

wing-and-wing. Gammon had one last favorite spot to show us, on North Haven Island: a nestled anchorage off the Fox Islands Thorofare called Perry Creek. The cockpit judging panel agreed that the sunset that evening was a solid 10.

We spent our last night aboard enjoying a hot meal and nice wine while watching the "flames" dancing through the window of the new diesel heater. It was pretty terrific. After all, what's better than hanging out with your pals shooting the breeze in a snug harbor in a warm cabin on a cool autumn night? It was certainly a pleasant way to wrap up a spin through one of America's most spectacular places to cruise. Will it be as much fun in the British Isles? We aim to find out.

In the meantime, I have one special memory of our shakedown sail. On the stretch from Ragged



Dotted with islands and with anchorages and attractions galore, Maine's Penobscot Bay proved to be an ideal venue for a shakedown of both boat and crew.

Island to Perry Creek, having gotten to know *Eleanor* in so many ways, the last thing I figured we needed to do was have a quick check of the windvane.

I started to say as much to Logan but he shot me a glance I'd seen countless times on the journey around the Americas. It never failed to get across the salient point that whatever I'd just suggested was basically ridiculous; as mentioned, Logan and I don't require speech to converse. And this time, as always, his silence was clear as a bell. The cocked eyebrow said it all: "Lobster pots. Everywhere. Deploy the windvane? You're freaking kidding me, right?"

Sometime soon, somewhere between Maine and "the continent" on the other side of the Atlantic, I reckon I'll be seeing plenty more of Logan's same loaded looks. Frankly, I can't wait.

Herb McCormick is CW's executive editor.



A Long Winter's Night

AN ADVENTURER SAILS NORTH TO GREENLAND AND SETTLES IN TO THE ICE BECAUSE, WELL, HE CAN. *STORY AND PHOTOS BY TREVOR ROBERTSON*

There are no roads between towns and few airports in Greenland. The best way to see the island is from a boat, and if you want to witness the round of seasons, that boat frozen in makes a good winter camp. *Iron Bark* is a 35-foot steel gaff cutter built for this sort of thing. I wintered alone on board in Antarctica in 1999-2000 and with Annie Hill in Greenland in 2004-2005. In 2012 I decided to spend another winter in Greenland, this time alone. Preparation was easy because most of the necessary gear was already aboard. I stowed enough food for 16 months, bought new snowshoes and a few other bits, and sailed from Nova Scotia on July 14.

My abiding memory of the passage north is of fog. For 10 days *Iron Bark* and I dodged fishing boats in fog on the Nova Scotia fishing banks and the Grand Banks of Newfoundland. The Labrador Sea was just as murky but there were no fishing

boats or, I hoped, ice, making it easier to sleep.

The final 600 miles up Davis Strait to Disko Bay took eight cold, wet, weary days. There was enough ice to need a constant lookout, so I stared into the gloom until I could stay awake no longer, then let *Iron Bark* drift and slept. Scattered bergs loomed out of the murk as we entered Disko Bay, no surprise as Disko's glaciers produce them by the thousands. A line of grounded bergs appeared ahead, then a rocky shoreline. On my 23rd day out from Halifax, I nosed around the ice into Fortune Bay and anchored.

The next day I went on to the small port of Qeqertarsuaq. The harbor master was welcoming and blessedly uninterested in formalities. A minke whale, one of the local quota of four, was being butchered on the foreshore. I was given a chunk, bought fuel and continued northward. A gale warning, broadcast as we crossed the Vaigat, sent me scuttling for shelter. The Vaigat separates Disko Island from the mainland and always has hundreds of bergs, now hidden by fog. It's no place to be in a gale. I sheltered for two days in an

It was my second winter spent in Greenland, this time a solo adventure above the Arctic Circle. When the sun returned in the spring and days began to lengthen, I rerigged Iron Bark (opposite) to be ready for open water and my return voyage south.

MAP BY FREEVECTORMAPS.COM





anchorage called Nuussuaq. There is a stone ruin there called Bjørnefælde, or “Bear Trap,” alleged to be a 13th-century Norse chapel. It looks like bear trap.

There was a strong, fair wind and no fog as we continued north, still dodging ice. When the wind failed I motored up Sondre Upernavik to anchor in Uvijoq Uluâ. The chart of the area is devoid of soundings, and this cove has a narrow, rocky entrance that I had lead-lined in 2004. It was now late August with calm, sunny weather. I motored to the village of Kangersuatsiaq, where I bought fuel, entertained 20 exuberant children aboard, then continued around Kangeq Peninsula (Kangeq means peninsula) to the Nordre Sunds.

The Nordre Sunds are a maze of protected channels between Laxefjord (72 degrees, 30 minutes north) and Upernaviks Isfjord (latitude 73 degrees north). They are uninhabited except for the town of Upernavik (population 1,000) perched on an island on the seaward side, and nearby the hamlet of Augpilagtoq. The Sunds have spectacular scenery and several bays suitable for winter quarters. The most detailed chart of the area has a scale of 1:400,000 with almost no soundings, but I had sketch charts from our 2004 visit.

During the brief twilight that is night in August, I anchored in Winter Cove, where Annie and I had spent the winter eight years earlier. In this latitude, 73 degrees north, the year divides into four nearly equal parts. In early August the midnight sun sets for the first time in three months. Over the next three months the days get rapidly shorter, until in early November the sun does not rise and the long winter's night begins. The sun reappears in early February, and the days lengthen until in May the sun rises and does not set again until August.

After three days poking around the Nordre Sunds, I sailed north to investigate Upernaviks Isfjord. It was cluttered with ice ranging from large bergs to brash. *Barky* could force a way through the ice, but it cost of a lot of fuel and paint smeared on ice. The bleak shore had nothing that looked promising as winter quarters so I turned back to the Nordre Sunds.

In the Sunds, my first choice for winter quarters was a bay Annie and I had named Capelin Cove in 2005. I shuttled fuel

from Kangersuatsiaq and Upernavik until by Aug. 25 I had 200 gallons cached in Capelin Cove, enough for the winter. So far no one had asked me what my intentions were in Greenland. It seemed easiest to lie low and say nothing. So rather than advertise my presence in Capelin Cove, I moved on.

I spent September pottering around the Nordre Sunds expanding the sketch charts Annie and I had drawn in 2004-2005. The days got shorter, the dwarf willows turned brown, puddles froze and snow advanced down the hillsides. The first of October, I returned to Capelin Cove and ran mooring lines ashore. There were hundreds of molting, flightless eider ducks in the bay as well as cormorants and gulls; ashore there were still a few redpolls, snow buntings and ravens. By mid-October there was ice around the boat most mornings, the eiders had fledged and were leaving, and the only birds left ashore were ravens. An arctic fox began visiting after I fed it some cod.

On Oct. 15, a man and his son arrived in Capelin Cove in a small motorboat and came aboard *Iron Bark* for coffee. They were from Augpilagtoq, out shooting eiders. No one in Augpilagtoq would mind my being in Capelin Cove, but it would only take a day or two for word of my presence to get to Upernavik, where there are various authorities that might have preferred me to be under their eye. It seemed simpler to move camp than discuss the matter. I spent the night reloading everything stored ashore and retreated to Winter Cove on Nako Island, where I knew I would not be disturbed.

Winter Cove was covered with 3 or 4 inches of hard freshwater-fast ice. This is the maximum that *Iron Bark's* 18-horsepower engine can break, and then only if rammed at speed. Turning meant backing into the ice using the transom-hung rudder as a battering ram. The fourth or fifth time I did this, the tiller's relieving tackle broke, causing the rudder to slam across, and it broke the tiller. My temporary repair was effective if not elegant.

It took a week to run mooring lines, land the deck cargo of winter fuel and establish a dump with camping gear and food



Early in the winter, I spent days piling snow aboard Iron Bark's cabin house, turning my steel boat into an igloo (left). I shared my meals with an arctic fox I named Blue (center), which remained my companion until March when other foxes arrived. One day, Blue began to act strangely and then disappeared. It's likely the fox had become rabid. The world was dark until late February, when the first rays of sun shone into Iron Bark's galley.

On Nov. 9, the ice was thick enough for an arctic fox to walk out to the boat. The next day I walked ashore — winter had arrived. Although Upernavik was only 45 miles away, there was too much open water to walk there and too much ice to row, isolating me for the winter. I do not have long-distance communications or a distress beacon because I believe that anyone setting out on this type of venture has an obligation to be self-sufficient.

As the sun sank lower below the horizon and the twilight around noon got shorter, my mood became gloomier. This happened when I spent a winter alone in Antarctica but not during the winter Annie and I spent in Greenland. Having a companion makes a huge difference mentally. The food is better and the bed warmer too.

Most days I made an excursion that got shorter as the days got darker. I snowshoed along the north coast, skied across the big lake in the center of the island and made long forays on the sea ice. These were curtailed after I broke through the pack twice in a week. Each time I was able to throw myself onto firm ice and only got wet to the thighs, but I know from experience how difficult it is to scramble out on rotten ice and how quickly clothes freeze once you do.

Saturn and the six brightest stars were visible at noon in midwinter but there was enough light to work outside for two hours without a lamp. I spent the evenings on domestic chores and reading. It is difficult to clean things properly by candlelight. The candles made the deckhead sooty, and the cabin became grubby and gloomy despite my best efforts. Once a week I spent four hours with pick, shovel and ice auger digging a water hole in the ice of the nearest lake and hauling water to the boat. Not having to melt snow for water

to give me a chance of survival if anything happened to *Barky*. It was slow work. The lanolin on shackle pins froze and the mooring lines were stiff with ice. I installed double-glazing on the ports, built bulkheads of foam to close the fore cabin and aft peak off from the saloon and let the ends of the boat freeze. The engine is keel cooled with a dry exhaust, so I left it in commission but shut down the domestic electrical system.

On Oct. 21, there was thick snow on deck and the sun shone through the portholes for the last time that year. I had a final glimpse of the sun from a hilltop on Nov. 4. The lakes were frozen but the ice in Winter Cove was thin enough to break a path ashore by hauling the dinghy down a mooring line and chopping with an ice ax. After burning the last of my firewood, I dismantled the woodburning heater and installed the oil-fired one. There is little driftwood in northwest Greenland and dwarf willow is too scarce to use for heating, so I reluctantly relied on oil.

Provisions

Except for fuel, which is subsidized, everything in Greenland is expensive, so I did all my provisioning before leaving. I made a detailed menu for a week, then tried it out. Once the menu was finalized, I weighed every item accurately, multiplied by 70 and had a provisioning list for 16 months.

The menu will vary with personal taste, the size of the boat and how the food is stored, but some things are universal. It is going to be cold, requiring a diet of about 5,000 calories a day. The freeze-thaw cycles of autumn turn fresh vegetables to mush. Few boats can store enough fresh meat to last a year. This means the menu is going to be heavy on

grains, pulses, legumes, rice and pasta; light on steaks, onions and potatoes.

My breakfast was oatmeal with raisins, nuts and powdered milk, toast with butter and jam, then coffee. Lunch was usually bread and cheese, sometimes grilled. Supper was bean stew and rice. The stew had infinite variations: kidney beans or chickpeas, corned beef or bacon, curry or chili and so on. The pressure cooker saved a lot of fuel cooking beans. I baked bread twice or three times a week.

I carried the bulk dry ingredients in jerry cans and plastic buckets with lids. This is compact and keeps the contents dry. To give an idea of quantities, I took 200 pounds flour, 100 pounds oatmeal,

150 pounds rice, 120 pounds chickpeas, 100 pounds kidney beans and 30 pounds of sultana raisins.

I had a locker full of herbs, spices, dried mushrooms, dried tomatoes and so on for flavoring stews. Cans are bulky and heavy, so I kept them to a minimum. I had 150 cans of tomatoes, 100 of corned beef and 20 pounds of bacon for flavoring stews. I also packed 40 jars of jam together with 20 pounds of butter stored in brine (*Iron Bark* does not have a refrigerator). Smaller items, such as soap, shampoo, toilet paper, coffee, tea and rum were stored where there was space. Don't forget the vitamin tablets.

T.R.

saved a lot of fuel.

I started shoveling an insulating snow cover over the boat in November. There was little snow around, and the job was only half done by Christmas when we had the strongest gale of the winter. The gale broke the fast ice into floes but thankfully they did not raft and drive *Barky* ashore. This gale packed the snow ashore into drifts firm enough for igloo building. For two weeks, whenever it was light enough to work outside, I hauled snow blocks cut from these drifts across the ice and converted *Barky* into a gaff-rigged igloo. Before this the cabin temperature hovered around freezing with the heater running. With the igloo, the inside temperature rose 8 degrees Fahrenheit and there was seldom ice in the water bucket or frost flowers on the deckhead.

After breakfast I put windproofs on over three layers of wool and fleece, plus gloves, mittens, hat and snowshoes, and went out to empty the slop bucket, clear the mooring lines of any new ice and feed the fox, who answered to Blue. Blue waited curled up in a snow hole in the cockpit. When I came out she stretched, yawned and trotted after me to be fed a portion of rice and beans put aside from my evening meal.

Sunrise is the big event of winter and long anticipated. I calculated I would see the sun on the last day of January if I were higher than 600 feet. The day was clear, and from a hilltop I briefly saw half the sun's disk over the mountains to the south. You probably need to spend a polar night alone to understand the feeling of joy the first sunlight brings. The sun rose perceptibly higher each day, and on Feb. 21 shone into the galley.

In early March, although the temperature was still around zero Fahrenheit, there were signs of the approach of spring. Six strange foxes visited us and they, along with Blue, took

to yelping a mating call from the ridge tops. Blue was a grumpy, mangy old fox but counted as a friend so I was worried about territorial conflict when another fox took up residence near *Barky* in March. Blue and the new fox began arriving together to be fed and exchanged low clucking noises. They were probably mates. One March morning they arrived together as usual but Blue was acting strangely. She repeatedly attacked me as I walked across the sea ice. This was astonishing as arctic foxes are about the size of a rabbit and as timid. I belted Blue a couple of times with the bucket I was carrying and drove her off. Both foxes set off across the ice, Blue zigzagging behind, and neither ever returned. Fortunately Blue could not bite through my outdoor clothes, because she almost certainly had rabies.

In the last days of April there were heavy falls of snow and the temperature briefly reached freezing. On May 2, the first snow buntings arrived, and four days later, the sun did not set at midnight. With the return of the midnight sun, I began turning *Iron Bark* back into an oceangoing vessel. I demolished the igloo, overhauled the rigging and bent on the sails. Shortly after I finished removing the igloo, *Iron Bark's* bow popped clear of the ice. The rudder was still frozen in, pulling the stern down 10 inches. I ran the engine to get water flowing across the rudder while I hacked away at the ice until the stern bounced free. The propeller hit the ice and stalled the engine,

mercifully without damaging the shaft or propeller. We floated with a narrow moat all round.

By late May I could excavate steel and wood from the ice in the aft peak to repair the tiller and some rot in a hatch. In early June the bilge pump and water tanks thawed. Ashore, the first trickles of water appeared on south-facing rocks. Then an ice dam in the valley above Winter Cove burst, sending a torrent down the valley and breaking the ice around the shore. This allowed the floe in Winter Cove to drift out, carrying *Barky* with it until the mooring lines were twanging taut. I did not want to use the boat's keel to stop a floe weighting over 1,000 tons when it drifted ashore, so I hung on to the lines. They dragged the bow up on the ice until it cracked under the boat's weight, allowing the floe to move out a little. The process was repeated numerous times over 10 hours until we broke clear of the floe, which then drifted off. I used the dinghy to get ashore for the first time in seven months.

On midsummer's day we headed

I filled my days with snowshoeing, skiing and hiking on the sea ice that surrounded Iron Bark in Winter Cove, one of the many harbors and inlets that lie about halfway up the west coast of Greenland.



Getting There

The Royal Cruising Club Pilotage Foundation's guide to Faroe, Iceland, Greenland, available from Imray (www.imray.com), has everything needed to plan a voyage to Greenland. Useful but less essential is the British publication *Arctic Pilot, Vol III*. The most detailed charts of Greenland are Danish. The Binnacle, in Halifax, Nova Scotia, (www.binnacle.com) carries a good selection and can order others if given a few weeks' notice.

The area around Kap Farvel, Greenland's southern tip, has the highest gale frequency in the North Atlantic. This is unpleasant when combined with ice and fog. Even with ice charts and radar (*Iron Bark* has neither), it is best to give Kap Farvel a berth of 150 miles.

Scattered bergs are likely anywhere but high concentrations of drift ice are more predictable. Early in the summer there is usually too much ice for a yacht to approach the coast between Kap Farvel and about 62 degrees north. There is also

a large area of drift ice in the middle of the Davis Strait, known to the whalers as the Middle Pack. A yacht sailing to Greenland in July usually keeps about 100 miles offshore to stay in reasonably open water between these two areas of ice. Once north of 62 or 63 degrees north it should be possible to close the coast. In an exceptionally light ice year it may be possible to approach the coast near Kap Farvel (60 degrees north) in July, but this is not usually possible until August.

Most years in July there is open water along the coast from Nuuk (63 degrees north) to Upernavik (73 degrees north). By August the open (but bergy) water joins up with the *polyna*, open water surrounded by ice, in northern Baffin Bay that the whalers called the North Water. There is the least ice in September, but by then the weather is deteriorating and it is time to look for winter quarters or leave Greenland.

T.R.



north from Winter Cove. There was a lot of ice outside the coastal islands, but not enough to stop *Barky*. We plugged north for 60 miles until a fog bank rolled in. There was too much ice to heave-to for sleep, so I turned back to the shelter of Nordre Sunds and anchored after 30 hours at the tiller.

On June 26, I set out to see if there was an inshore route northward with safe anchorages where I could rest. I threaded north through islands and ice, across Upernaviks Isfjord to Gieseckes Isfjord, and on to Sugar Loaf Bight. None of the bays I looked into were safe from all winds. The best prospect had a narrow entrance obstructed by boulders. I backed out after hitting several. North of Gieseckes Isfjord the weather looked threatening, so I turned back. By the time we got to Upernaviks Isfjord we were dodging ice under staysail and motor in thick fog, making little headway into a 30-knot headwind. An engine failure in these conditions would be disastrous, so I bore away for open water. Four hours later we were clear of the coastal islands and only had to worry about ice. The wind then veered, allowing me to fetch Upernavik, but I kept the engine running for maneuverability. With visibility of 100 yards, there was about a minute between seeing one of the numerous bergs and hitting it. When I eventually

anchored, I had been 37 hours without sleep.

There was clearly too much ice north of Upernavik for singlehanding, so I started south. Three days later I reached Kangarsuatsiaq. No one there spoke English, so my first conversation after eight months alone was in sign language. I bought fuel and sailed on to a safe anchorage to await a fair wind.

On July 3, I continued south in a foggy breeze that froze to the sails and sent sheets of ice sliding to the deck. For the next six days, until we were south of the Arctic Circle, I hove-to for sleep. Thereafter there was little enough ice to leave the sails drawing while I dozed.

Apart from two days hove-to in a gale, the rest of the passage to Labrador was uneventful. Eighteen days out from Greenland I anchored at the Island of Ponds, then coasted south to St. Anthony, Newfoundland's northernmost port. With 3,000 people, it's a bit overwhelming. I got a sore throat from talking. Lack of practice probably.

Trevor Robertson is thought to be the only person to winter alone, unsupported, in both Antarctica and the high Arctic.

SEABIRD IN THE TRADE WINDS

AFTER SAILING WITH THE LIKES OF IRVING
JOHNSON AND STERLING HAYDEN,
**A YOUNG SAILOR TAKES COMMAND OF
HIS OWN SCHOONER,**
A TRANSFORMATION THAT IS AS VIVID NOW AS
WHEN IT TOOK PLACE MORE THAN A
HALF-CENTURY AGO

By WINSTON WILLIAMS illustration by RAYMOND BONILLA

IT was the second week at sea when we came into the northeast trade winds. Under puffy fair-weather clouds and with a moderate breeze on our star-board quarter, *Marie Celine* coasted down the front sides of sparkling blue Pacific swells. Her schooner rig reached out to the wind. Main, maintops'l, fores'l and fisherman stays'l, as well as the jibs, arched out full and pulling, and her clipper bow plowed a tumbling white wake that caused flying fish to propel themselves out of the water downwind ahead of the vessel. Los Angeles was

1,000 miles astern, and our destination — Nuku Hiva in the Marquesas Islands of the South Pacific Ocean — was more than twice that distance ahead.

It was February 1960, and although that was 55 years ago, I still remember it as if it were yesterday, despite having lost the logbook of that passage. For my crew of three and me, there was little need of sail handling. Sheets remained untouched. Our drying laundry flew from the rigging.

Nights were clear and our stern wake quietly hissed. The Southern Cross appeared over the horizon dead ahead, and Sirius, Canopus and Capella shined bright overhead. The



experience was exactly like everything ever written about sailing in the trade winds.

But it had not always been that way.

The first week out from San Pedro, Los Angeles' port area, had been miserable, even frightening.

Our departure day had been exciting enough. As we made our way out into Catalina Island Channel, a small flotilla of boats followed carrying friends and well-wishers. But later in the afternoon they vanished, and we were alone.

Heading southwest out to sea, a fresh northwest breeze drove us smartly through the water, and I was experiencing a sense of euphoria. We were off at last. But by midnight, the northwest wind had veered to the northeast and grown into a gale, destroying the elation I had felt earlier of sailing my own schooner with my own crew to the South Seas.

The next two days were agonizing. I had experienced a number of gales on the brigantine *Yankee* during my time as third mate on a world cruise, even a hurricane in the Mozambique Channel off Africa. But I hadn't had ultimate responsibility for ship and crew. Now I did. I was the man.

It blew nearly 60 knots and the waves were 35 feet high. We were forced to take in the mains'l, and under just fores'l and forestays'l, *Marie Celine* raced downwind before the seas, rolling in sickening arcs from one caprail to the other. At times the decks were awash, and torrential rain squalls cut down visibility. The job at the wheel, to keep us from broaching, was a challenge. The only one to whom I entrusted this wild steering was myself.

Of course I had no inkling of all this six months before, when I

walked into Peggy Slater's office in San Pedro. She was a well-known sailor on the West Coast and a successful yacht broker. She found me *Marie Celine* in Santa Barbara. The vessel was exactly what I was looking for. Being a sailor of old ways and traditions, I was attracted by her clipper bow and square stern, as well as her gaff rig and short main-topmast, from which a main-tops'l and fisherman stays'l could be set. She was actually a model of the old coasting schooners that plied the California coast in the last century, and she was one of many schooners designed by Murray Peterson. She



Although only 24 when he bought *Marie Celine* (center), author Winston Williams had experience traveling the world under sail as third mate aboard Irving Johnson's *Yankee* and as first mate aboard Sterling Hayden's *Wanderer*. It was aboard *Yankee* (above and top) that he honed his skills in celestial navigation.

had a raised deck aft with a beautiful taffrail, and boasted Philippine mahogany planking and Monel fastenings. Though *Marie Celine* was very expensive for that time, I bought her without hesitation, sailed her down to San Pedro for fitting out and began looking for crew.

Over the months I found them: two 19-year-olds named Mike and Jack, one the son of a scientist and the other of an Idaho potato farmer. Don, a 30-year-old insurance executive who had been a friend of the original owner and had sailed on *Marie Celine* before, became my first mate. He had extensive sailing knowledge, although he lacked offshore experience. I myself was only 24 but experienced, having sailed around the world in a brigantine and been first mate on Sterling Hayden's 100-foot *Wanderer* in the Society Islands.

I clutched the wheel spokes, looking aft frequently at the approaching seas. After 18 hours, it had become evident that we would have to heave to. Our problem running before the storm was that we were going too fast, greatly increasing the chances of broaching. I could have taken in the fores'l and sailed under the forestays'l alone, but in that situation, the rolling would have been uncontrollable.

So I hove the schooner to on the starboard tack, doubling up on the forestays'l sheet and lashing the wheel hard to starboard. With that, we all went below and rode out the storm. The gale finally diminished the third day out, the wind backing around into the west-northwest. Setting the fore and main again, we bore off to the south on a reach with a persistent strong wind and cloudy sky.

For the entire first week the overcast remained, with a large following sea. By the end of the week I had been unable to take a single

sight to work out our position since we left San Pedro. Only a series of circled dots determined our supposed noon positions, based on my guess that we were averaging 140 miles a day on a southwest-by-west heading. It was frustrating, not only because I was depending on guesswork but also because I had yet to use my Plath sextant and H.O. 214 sight reduction tables.

On our eighth day at sea the wind finally began to moderate and the sky cleared, allowing me to use my sextant. I took two sights, one in the morning and a latitude sight at noon, which

showed we were at 22 degrees north, 122 degrees west. Star sights later that evening on Sirius and Canopus confirmed this position.

Four years previously, during the world cruise, I had learned celestial navigation from the legendary sailor Irving Johnson, skipper and owner of *Yankee*. He taught us how to use the sextant and helped us identify many of the stars useful for evening sights. Despite this experience, some doubt remained in my mind about my accuracy. This uncertainty stayed with me until our 23rd and last day of the passage. I kept thinking: What if I had been making an identical mistake daily in my calculations, one that would put us 500 miles from where I thought we were?

In the middle of that second week the sea seemed to want to make up for the first. The trade winds greeted us, gently filling every sail *Marie Celine* could fly. The warm tropical breeze soothed our cold bones, and cooking forward in the galley stopped being an ordeal. Continuing on a more southerly course toward Nuku Hiva, we consistently made noon-to-noon runs of 130 miles. We saw no ships, no aircraft. With the sea to ourselves, days were measured by the series of noon position circles on our chart as a result of my sun and star sights.

Into the third week, we lost the northeast trades and had a day of doldrums. I used the engine for the first time since we left the San Pedro dock; then luckily we picked up the southeast trades almost immediately. Taking in our sheets and close-reaching, we leisurely headed on a course of south by west toward the Marquesas and Nuku Hiva, 1,000 miles away. The days slipped by and the nights were magical with the Southern Cross in view ahead, low over the horizon. This constellation proved helpful during tricks at the wheel. As the Cross moved along its arc during the night, its base always pointed to a spot on the horizon that was approximately magnetic south. This served as an imaginary target for whoever was at the helm, freeing him from concentrating on the compass' lubber line to stay on our desired course.

Midmorning of our 23rd day at sea, my sights indicated we were at 8 degrees, 20 minutes south, or about 30 miles from Nuku Hiva. Doubts about my navigation returned and strengthened with every mile because there was still an empty horizon. On a clear day, how could you not see 4,000-foot mountains?

By noon the horizon was still uninterrupted. Were we 200 miles east of the island — or west of it? What course was I to take? The fear of having made the same error each day in my calculations brought me to near panic — a condition that I had to hide from the crew. Going below, I double-checked my figures. Then I went topside again and sent Jack and Mike aloft. I silently stood near the wheel

and looked ahead, trying to contain my fears and wondering what course I should take.

There are moments we have in life that we never forget. I was about to experience one. As I scanned the horizon and looked aloft at the crew, hoping they would see something, I noticed a red-footed booby gliding just above the crests of the seas to starboard. At first, nothing registered in my mind, being so preoccupied and stressed out over our situation. It took a few moments to realize the enormous significance of that bird. Red-footed boobies are land birds that nest in the cliffs and trees of islands. They are known to fly as far as 90 miles offshore for food. My calculations positioned us at only 20 miles from Nuku Hiva's north shore.

The relief this bird gave me was indescribable. All those lines, circles and dots on my chart were just that: lines, circles and dots. But the sight of this bird was the first concrete evidence of where we really were. As if to validate this evidence, I saw a bobbing coconut on our port side, followed by a shout from Mike aloft: "Land, skipper!"

During the afternoon and toward evening we approached the breaking surf off the eastern coast of the island. I should never have doubted my navigation.

The course south by west I had held for the last three days didn't have to be altered a degree; it safely kept us 2 miles off the beach and down to the westerly turn at the south side of the island. By 2300 that night, surrounded by the dark outlines of the surrounding mountains, we dropped anchor in three fathoms of water.

After furling sail and coiling lines, I went below and came topside again with a surprise bottle of rum I had hidden in the bilge. In the flickering light of a kerosene lantern I had hung from the main boom aft, and with the rich smell of the land and the occasional bark of a dog, we drank far into the night with an elation hard to describe.

Now an old man of 78, I have conveniently "forgotten" the gale, the wet decks and the rampage before 35-foot seas at the beginning of that passage 55 years ago. What stays in my mind are the days in the trade winds under full sail and the nights of ethereal stars. But what I remember most is that bird — the red-footed booby that, in seconds, wiped away all my stress and fear and replaced them with a feeling of accomplishment.

**DOUBTS ABOUT
MY NAVIGATION
RETURNED AND
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BECAUSE THERE
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EMPTY HORIZON.**

Winston Williams sold his schooner a year after that voyage. After a career in the advertising business and freelance writing, he acquired his captain's license and skippered tour and passenger vessels in Nantucket Sound, Chesapeake Bay, California and Florida. He retired three years ago at the age of 75.

An Ounce of Prevention

Fitting Out: Whether tackling spring projects or hauling out in a far-flung boatyard, remain as vigilant, aware and steadfast as you would at sea. *By Alvah Simon*



When it comes to safety matters, I cannot take the high moral ground regarding all the advice dispensed in this article. For decades in boatyards around the world, I worked in shorts, with no shirt, and held my breath between paint strokes. I joked that my sandals were South Pacific Island Work Boots (left). These days, however, I go with coveralls, ear and eye protection, and even a dust mask (right).

The core purpose of sound seamanship is safety. For even the shortest of sea voyages we plan and prepare down to the finest detail. We scour the vessel from stem to stern, from masthead to keel, to predict and prevent every potential mishap and then ensure we have the backup skills and equipment to deal with any contingency.

Yet for all the dangers of wind and wave, it's in the boatyard where we face the greatest potential for illness or injury, for it is here that sparks arc, saw blades whine, toxins waft and ladders lean. Thus we should approach any haulout with a preventive mindset and a well-reasoned plan, for safety is no accident.

Forgive me if some of the following seems obvious, but when it comes to boatyard safety, nothing goes without saying — and saying again. It's through repetitive reminders that we habituate ourselves to a culture of awareness and caution.

“SELF” CONTROL

We can start with a simple inventory of

our very selves, and then move on to our equipment and working environment.

Our eyes are our most precious yet vulnerable sense. Proper protection from dust, chips and flying debris is mandatory. Corrective glasses are useful for light jobs but generally are not large enough to completely protect the eyes; nor are they shatterproof, and therefore not sufficient for jobs such as grinding, power washing or electric wire brushing.

Proper safety glasses have shatterproof lenses and fit comfortably over

FOR ALL THE DANGERS OF THE HIGH SEAS, IT'S IN THE BOATYARD WHERE WE FACE THE GREATEST POTENTIAL FOR INJURY. SPARKS ARC, SAWS WHINE, TOXINS WAFT AND LADDERS LEAN. PLAN ACCORDINGLY, FOR SAFETY IS NO ACCIDENT.

normal glasses. They are designed with protective flanges above and below the eyes, and wrap around the face nearly back to the ear. This is important because the mist and splatter from many chemicals can cause immediate damage to the cornea, and prolonged exposures can lead to keratitis, an inflammation of the outer eye layer. Also, because the eyes are richly supplied with blood vessels, toxins are easily absorbed through the eyes into the body. If an accidental eye splash occurs, it is important to irrigate the eye with fresh water for a full 15 minutes. Clean the lenses of the glasses frequently and change them out when they become scratched, for good visibility is essential to safety.

Our skin is our largest organ, with the average human possessing an amazing 20 square feet of it. There is a hot debate raging in the cosmetics industry as to just how much chemical toxicity can be absorbed through the skin. I can settle that with two words: nicotine patch. So always cover up. This not only reduces the risk of abrasions, burns and chemical irritations, but it keeps

us clean, meaning that we don't have to wash off stubborn paint with dangerous solvents. Get a box of disposable latex gloves and peel through them liberally. Wear full-length clothing, preferably overalls, and fashion some sort of headscarf to keep the hair out of harm's way. When washing up, use pumice-style abrasive soaps — never solvents.

Noise is the most ambient yet neglected of workplace dangers. We tend to be casual about ear protection because any damage we do to our hearing is usually so incremental as not to be immediately obvious. But ultimately, the cumulative effects can lead to an isolating loss of that precious sense. Recommended safe sound levels are calculated by combining decibel level and time of exposure. As an example, prolonged exposure to 85 decibels (the sound of busy traffic) is considered dangerous in excess of eight hours per day. However, close proximity to a shotgun blast of 165 decibels can cause immediate and permanent hearing loss.

The nature of much boat work is in confined spaces where noises reverberate and are amplified. Those frustrated hammer blows can do as much harm to you as to that recalcitrant through-hull fitting you are pounding on. Protection comes in the form of earmuffs or earplugs. The muffs are more effective for high frequencies and the plugs for lower. In either case, they must be fitted properly to ensure that no air can pass into the ear canal. Long hair or scarves can render the muff type ineffective, just as old, compressed foam plugs become only marginally effective. In either case, be aware that individually, each form of protection reduces noise levels by only 15 to 30 decibels. Using both muffs and plugs together, in combination, is the best noise-cancelling solution.

There is no more insidious danger in the boatyard than the fumes from curing resins, organic solvents, two-part polyurethane and epoxy paints, and airborne lead particles. Inhalation is a terribly effective way of transmitting irritants, dangerous toxins, heavy metals and carcinogens into the body. First, we should always obtain and read the Material Safety Data Sheets specific to the product we are about to work with. These MSDSs contain detailed information regarding the chemical



When trying to free a stubborn nut or flange, apply plenty of penetrating oil and patience, not brute force. During my last re-fit, a moment of heavy-handedness resulted in a week of pain.



When possible, chop saws and compound miter saws are safer to use than hand-held circular saws. Always mount the saw to a stable work base and use the built-in clamps to secure the material to be cut.



When working down below, always replace the floorboards, even if you'll only be away for an instant. Twice I've dropped down like a fireman on a pole, resulting in one ugly gash and one sprained ankle.

components of the product, symptoms of severe exposure, and instructions regarding emergency procedures in case of toxic overdose. In the event that you are rendered incapable of describing the nature of your emergency, these sheets are a great help to the paramedics, nurses and doctors responding.

The section describing the medical effects of these poisons makes for grim reading but serves to remind us to err on the side of caution. Don't rely on the "smell test" to assess danger, for not all organic solvents emit a strong odor.

Next, remember that particle masks do not keep out vapor. You must use a proper respirator with appropriate filtering cartridges. Details regarding the myriad of toxins and relevant cartridges are too lengthy to address in depth here, but the take-home message is that there is no safe level of inhalation with these materials. Zero is the target.

Most major manufacturers post charts online that cover all commonly available chemicals and combinations thereof and recommend the exact filter for the job. Change the filters out within the manufacturer's recommended time of use, and when not in use, store the respirator in an airtight container so as not to exhaust the charcoal. No filter will help if the mask is not properly fitted to your face with an airtight seal. Shave the beard: It will grow back, the liver won't. In situations of high toxicity and prolonged exposure, it is recommended that you use supplied filtered air from a remote source.

Beware of sparks in confined spaces, for it is not unheard of for the air in tight quarters to become combustible. Every job can be made safer with increased ventilation. Open things up, turn on the fan and take regular fresh-air breaks. If you intend to work alone, file a "Paint Plan" as you would a "float plan." In other words, tell someone what you're up to, and have him or her check on you at designated intervals.

I cannot take the high moral ground regarding all this advice. For decades in boatyards around the world I worked in shorts, with no shirt, and held my breath between paint strokes. I joked that my thongs were official South Pacific Island Work Boots. But ultimately, the joke was on me. Get a pair of stout work boots that keep the copper dust out, the dropped hammers off, and



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offer some ankle support for the many hours spent on a ladder.

The regular use of kneepads has proved effective in reducing bursitis and tendinitis, and generally protecting the meniscus and patella from wear. Especially for jobs requiring long periods of kneeling, such as caulking a teak deck, wear a well-fitted set of pads and you will be nimbly hopping from dinghy to dock for years to come.

TOPMOST TOOLS

The thoughtful selection, proper use and ongoing maintenance of our tools translate directly into enhanced safety. We are always tempted to grab the tool closest to hand and make do. But

and safer work. The cheapest component of an already cheap imported power tool is usually the on/off switch. Before deciding on a brand, inspect the size, location, action and labeling of that switch. Never turn off a power tool by unplugging it; someone else will find a whirling dervish on their hands when they plug it back in. Check the sheathing on all electrical cables for splits and potential shorts. Blow the tools clean of sawdust regularly to reduce the risk of a fire.

By its nature, much of our boat work occurs in dark and dank spaces. Purchase several proper work lights, the ones with a protective bulb cage and a hanging hook that swivels. Scatter them throughout the interior so that

IF YOU INTEND TO WORK ALONE, FILE A “PAINT PLAN” JUST AS YOU WOULD A “FLOAT PLAN.” IN OTHER WORDS, TELL SOMEONE WHAT YOU’RE UP TO, AND HAVE HIM OR HER CHECK UP ON YOUR PROGRESS AT REGULAR INTERVALS.

a pair of pliers on a severely stubborn nut does not a proper wrench make. It will slip and knuckles will bleed.

Perhaps it is counterintuitive, but in the case of any cutting tool, the sharper the better. Dull blades require more force, and that’s where things go wrong. To avoid an unpleasant surprise the next time you reach into the toolbox, close or sheath knives, retract box-cutter razors, and fasten shears and tile cutters closed before stowing them.

The speed and torque of most power tools make them as dangerous as they are effective. First, know the tool and its designed usage. Grinders employ sanding discs, grinding discs and cutting discs, each designed for a specific task. Use the disc guards on angle grinders. In that vein, use the protective blade housing on table saws, and when not in use, wind the blade down beneath the table level.

Perhaps the most dangerous of the lot is the circular saw. First, to avoid a nasty shock (literally), ensure that the power cord runs well clear of the cutting area. Be absolutely sure that the swinging blade guard is operating. Clamp down the material you are drilling or cutting. Proper workbenches and vices make for better quality

one is always conveniently at hand and brightly illuminates the workspace. But beware: Because we often deal with DC current, sailors tend to be casual about the dangers of electricity. Please be sure that you do not run power cords through wet bilges or through puddles on the ground. I have personally seen two boatyard deaths related to this oversight.

ORGANIZED LABOR

In general, the cleaner the workspace, the safer the workspace. Clutter can disguise sharp objects, topple tools and supplies down upon you, and generally lead to an unorganized and undisciplined approach to your work. At the end of each workday, the 20 or 30 minutes required to clean up the debris and stow the tools is time well invested, for the work site will not only be safer but you will face a far more encouraging scene the next morning.

You wouldn’t think it possible, but twice I have nimbly dropped below like a fireman down a pole forgetting that I had pulled up the floorboards — resulting in one ugly gash and one severely sprained ankle. Even if it requires removing them again a short time later, replace floorboards, cockpit grating or any fixture that makes the

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Hard hat? Check. Eye and ear protection, overalls, work boots? Check. Double-planked scaffolding? Check. All flammable chemicals and debris removed from beneath the boat? Whoops!



When it's time to pull or replace the rig, and you're literally between a mast and a hard place, never position yourself directly beneath a slung load.



Here's a useful tip when grinding: Always use the disk guard on 4-inch and 8-inch angle grinders, for they can bite like a band saw. And of course, for jobs like this one, wear your hard hat and ear protection.



Although it's more difficult and time-consuming to set up, there's no question that scaffolding provides a work platform far superior to ladders, and will actually save you hours in the long run. Note: Always use double planks to create a wider standing surface.

standing surface flat and nonskid.

When doing extensive work on the topsides, scaffolding is far and away safer than ladders. But it must be properly assembled. The planking must be strong and wide and should not run far enough past the last crossbar to create enough of a lever to lift the plank off the scaffolding when stepped upon. For extensive refits, a stairway up to deck level is also preferable to a ladder, as one can carry large or heavy items up and down it safely. If a ladder is the only access to deck level when loading or unloading bulky or heavy items, use a cargo net with a long line (knotted at 1-foot intervals for secure grip) and hoist or lower

the load from deck level.

Carefully inspect any ladder you intend to use and be sure it is the appropriate height for your deck level (it must extend above the deck level by one or two rungs). If the ladder extends too far above the deck, the natural tendency when descending is to turn around gripping the uppermost part of the rails. Too much lever arm above the boat's toe rail can cause the base of the ladder to kick out. Tie the ladder to the toe rail in a way that prevents it from sliding fore or aft. Keep to a 4:1 lean ratio — any less and the ladder tends to slide sideways too easily; too much and the base wants to kick out when under load. Do not



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Especially when working with tools that can throw sanding pads or shatter cutting disks, wear proper safety glasses. Note how close the ladder is set to the area that is being worked on.



A good rule of thumb: The ladder should extend above the toe rail far enough that it's not necessary to step down off the deck to reach the first rung.



It may seem counterintuitive, but a sharp tool is a safe tool. Regular maintenance of hand and electrical tools will result in not only better workmanship, but enhanced safety as well.



Even when painting outdoors, use a professional respirator, for the goal is to have zero intake of these dangerous toxins. And perhaps it goes without saying, but even the sun can be a workplace danger. Always cover up for maximum UV protection.

lean out to reach that last paint stroke. During my last haulout the entire yard rushed to the frantic screams of a man who did just that and fell to the concrete slab below. As the ambulance drove him away, I thought of how much easier and less painful it would have been to have simply moved the ladder.

Label every single chemical or paint container onboard. During that same haulout there was a burned-out hulk of a hull next to me. The owner had been warned to ensure that there was no oil in the bilge before the welders started their work. He didn't. A molten spark rolled down the inside of the hull and started a small fire in the bilge. When he tried to douse it with what he thought was a jar of water, he found that acetone is an awfully effective accelerant. We tend to strip a vessel before a refit, but be sure you keep a fire extinguisher, a fire blanket and a complete first-aid kit in an obvious and

accessible place.

Last but not least, remember that as hardstand costs continue to mount up, we are tempted to put in long, hard days to save the cash and make the splash. Toward the end of the workday you will be tired and your coordination and judgment will be slightly impaired. Wind down in the late afternoon and choose simple and safe jobs to tackle. Also, as well deserved as it may be, don't crack open that cold beer until the work is done and the site's cleaned up. It will taste all the better for knowing that you have had a productive and safe day, and will be able to return to work tomorrow, next year and many years to come on that beautiful vessel you so rightfully adore.

After two circumnavigations and tens of thousands of offshore miles, CW contributing editor Alvah Simon knows his way around a boatyard.

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What's in the Bag

Save time and money by commissioning your boat with the right tools. *By Green Brett*



For most sailors there comes a point each year when the boat gets hauled, perhaps for a quick coat of bottom paint, but more often for more extensive work and for an extended period to wait for the coming sailing season.

Time on the hard allows an owner to tackle both basic maintenance and bigger projects that are too disruptive or time consuming to do when the boat's being actively sailed. Hopefully, the work done during this fitting-out period pays off with trouble-free use when you're back in the water.

Over the years I've done a number of refits and fit outs, both for myself and professionally. A look at my tool kit may be helpful for boat owners who prefer to do this type of work themselves.

My basic kit fits in a tool bag and stays with the boat all season. It includes a fairly comprehensive collection of everyday tools and just plain handy stuff — think hose clamps, duct tape and bubble gum that can be used to cure a whole realm of woes.

If you think of things that typically need to be addressed over the course of an average season of cruising, a relatively small tool kit and some ingenuity will cover most of your needs. This is not a complete tool list. Your boat, skills and personal preferences will add or

remove some items. But this is what I carry in my tool bag:

Multiscrewdriver: This has two Phillips-head and two flat-head bits and can be more useful than a reversible jacket.

Versatile multitool: Several types are available, but probably the most popular are made by Leatherman and Gerber. A multitool is far more than a knife. It has pliers, an awl, scissors, a saw and other lifesaving and heroic tools that can save your marriage when the sump overflows.

Weapons for nuts and bolts: You'll want to have a full socket set to go after the endless assortment of nuts and bolts you'll find on your boat. It should have both standard and metric sockets along with an extension or two. Also carry as complete a set of combination wrenches as you can. These can often reach where a socket wrench cannot. Large adjustable pliers will work in a pinch when you find that your wrench set isn't as complete as you thought. Ditto for small, medium and large adjustable wrenches, often referred to as crescent wrenches. And don't forget Vise-Grip pliers. If nothing else, this tool is remarkably good at cracking lobster shells. And lastly, don't leave your Allen keys at home. Be sure to have

a full set of metric and standard Allen wrenches, also known as hex keys, on hand. From stanchion bases to zincs, Allen keys can come in handy in surprising places.

Vacuum cleaner: Although it doesn't fit in my tool bag, I find a vacuum to be indispensable. If your boat has a way to charge or run a vacuum (12-volt car vacuums are available at auto-parts stores), nothing cleans up a mess like these suckers do.

Tape measure: These are useful for figuring out how much line you will need to tie the dink over the hatch, or how much hose to buy when the head clogs.

Electrical tools: Often, broken electrical items such as lights and chart plotters aren't working because the wiring is bad. Much as a doctor needs a stethoscope, the DIY boat owner will need a multimeter to track down corroded terminals, blown fuses and broken wires. Wiring pliers that can strip wire and crimp fittings are a must.

To be a self-sufficient cruising sailor, you'll need a comprehensive tool kit with items that can serve multiple purposes (above) including a variety of wrenches, a butane torch and safety items. CW senior editor Jen Brett (right) hits the hard-to-reach places during a recent haulout of her Reliance ketch, Lyra.



TOOLS FOR THE BIG JOBS

Here are a few tools that tend to be more industrial than what I'd carry aboard all the time. They're for big jobs, such as prepping the bottom and pulling new wiring into the mast.

- 6-inch dual-action vacuum sander: My Bosch 6-inch 1250DEVS random orbit vacuum sander is a good middle-of-the-road choice. It is variable speed and has both "stock removal" and "random orbit" settings, which allows it to do everything from removing accumulated layers of bottom paint to finish-sanding teak doors. Attaching the vacuum to it eliminates most dust (and is required in most boatyards).

- 3 1/8-inch dual-action vacuum sander: I have a Metabo SXE400 3 1/8-inch random orbit sander that is very similar to the 6-inch sander, only smaller. I use it (carefully) to sand Lyra's toe rails, eyebrows, corners and smaller items. While probably not a required item, this tool saves me a great deal of time.

- Oscillating electric multitool: With a variety of blades and sanding pads, it makes small, clean cuts and sands in tight corners.

- Wet/dry shop vacuum: A wet/dry vac should be capable of recovering the dust generated

from the sanders as well as removing water from tanks and bilges for cleaning and inspection.

- Jigsaw: There is always something that needs to be cut. Keep a variety of cutting blades nearby. This saw can make both curved and straight cuts.

- Variable-speed cordless drill: For drilling holes, wire-brushing, stirring paint — this is among the most useful items in my tool kit.

- 4 1/2 -inch angle grinder with wire and cutting wheels: It can clean your propeller and cut through metal. Wear work gloves and be careful!

- 7-inch polisher with polishing kit: If your hull needs a polish and wax, a good polisher does a better and faster job than rubbing with rags.

- Two pipe wrenches: Toothed, adjustable pipe wrenches can be used to move and hold recalcitrant parts or tools.

- A-frame ladder with a safety tether: A safe ladder will allow you to access your boat's top-sides and waterline when on the hard. Be sure to tether the top so it can't fall over with you on it. Bring along a bicycle lock to secure your ladder when you leave the boat.

- Caulking gun: After a few years, fittings and hardware often need to be disassembled and

recalced.

- Wiring fish tape: I use mine to run lines or wire through the mast and boom as well as pull new wire through hard to reach places on the boat.

- Cardboard boxes: Fitting out tends to be dirty. Flattened boxes can be used to line walking surfaces, cover and protect nonwork areas or catch debris. I also use boxes as temporary garbage pails. If you're fashioning a new part, you can use the cardboard to make a template.

- Roll of clear plastic: Many boatyards require tenting your work area to keep dust or overspray off surrounding boats, so having a roll of plastic sheeting or Visqueen on hand is useful. You can also use it to make patterns for when installing hardware.

- Semidisposable bristle brushes: "The Footer" brand chip brushes, available at most marine stores, provide a fairly smooth finish. Use for multiple coats (or not) and dispose of them when done. They also make great dusters. You can cut the bristles down by two-thirds and use with a solvent to remove new caulk or paint from grainy or porous surfaces, like your teak deck or nonskid.

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You'll also want a small assortment of heat-shrink tubing, butt connectors and terminal ends. The marine environment is notoriously tough on wiring; be prepared to renew that bad connection. Zip ties neaten wiring, hold chafe gear in place and keep spare hoses tidy. These modest plastic strips are often more useful than duct tape. And don't forget to buy white electrical tape. You can use it for temporary electrical connection insulation, to hold the tail of a knot in place and to wrap sharp cotter pins. The uses are endless.

Permanent markers: Changing the oil? Write the date and engine hours on the filter. They're also handy for penning notes to be inserted in bottles.

Small butane torch with refill bottle: From melting line ends to soldering and heat shrinking, think of the possibilities for putting a controlled amount of flame to use.

Eyes, nose and ear gear: Boat work can be hard on the crew. Make sure you have a dust mask; it's better not to breathe some things. Protect your eyes

with safety goggles — not just your sunglasses. And boats are noisy. Consider using ear plugs if you are trying to sleep underway, and definitely use them (or a pair of protective ear muffs) if you're working near a running engine, or sanding and grinding.

Hammer: The modest hammer is a must-have tool. If nothing else works, bang on it.

Items for finding, grabbing and poking: A magnifying glass is invaluable if you need to look for cracking and pitting in stressed structural areas such as chainplates, turnbuckles and steering cables. Have a mirror handy as well to see around and under hard-to-get-to cavities. From fishing your sunglasses out of the cockpit scuppers to cleaning the limber holes in the bilge, coat-hanger wire will come to the rescue. A toothbrush is perfect for cleaning small parts, and holds up well to most solvents. You'll also want to have a wire brush in your bag to clean battery terminals and metal surfaces for inspection. Dental picks are handy too for digging into tight spots and retriev-

ing items from hard-to-reach places. A three-pronged parts-retrieval claw at the end of a long tube is great for grabbing the wrench that just fell into the bilge.

Odds and ends: I always have a box of disposable gloves handy. Keeping marine chemicals off the skin is critical. Tef-Gel, which I use to isolate different metals (such as using stainless-steel screws in aluminum spars) and to lubricate seacocks, is great to have on hand. Paraffin wax blocks from the grocery store are inexpensive and good for lubricating metal cutting blades, sail tracks and hatch slides. Rounding out my tool kit are a small notebook so I can make lists and diagrams, and a digital camera (though more often these days I use my iPhone) so I can get a look at inaccessible areas such as under the engine, or remember what a part looks like when I get to the hardware store.

Green Brett works on a variety of boats in Newport, Rhode Island, where he charts the family's Reliance 44 ketch, Lyra, during the summer season.

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Slip 'n' Slide

Make cleaning and lubrication of deck hardware and other gear part of your spring commissioning checklist. *By Ralph Naranjo*

We sailors collect many different hats, and every spring it's time to reach for the one with the Jiffy Lube logo. Often oil, grease and rust-defeating penetrant sprays conjure thoughts of engine woes or a steering-gear overhaul. But these slippery elixirs can also give us more winch power, make sail hoisting easier and provide us with an anchor windlass that behaves according to plan. In short, it makes sense to start the sailing season with a round of deck gear maintenance focused on cleaning and lubrication.

Our assault on friction begins with soap and water to clear out the abrasive

crud that accumulates in plastic bearing races and to wash away old lubricants that have turned into grit glue. Components to target include furler drum(s), anchor windlass, turnbuckle threads, genoa fairlead cars, mast hardware and sail tracks. Even the binnacle and traveler can be included in these ablutions. Smaller gizmos like pistons on snap shackles and spinnaker poles, snatch block hinges and threads on halyard shackles also deserve a bit of attention.

Once the hardware is dry, follow the manufacturer's recommendations on lubrication. Applying a friction-reducing compound helps mitigate damage in the

battle between metallurgy and salt water's electrolyte soup. Dissimilar metals and salt water's abundance of chloride ions are at the heart of corrosion. Rust-resistant metals like Monel and Inconel were once common components in the hardware found on better-built boats, but these metals are now found only in submarines and nuclear reactors —

The many moving parts of a sailboat all benefit from the proper sort of lubrication (top). Above, from left, penetrating oil will keep turnbuckles moving freely; furler drums benefit from a freshwater rinse; McLube Sailkote keeps sail slides slippery; dry lube is excellent for plastic bearings once the races have been cleaned.

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they're simply too expensive for sailboat use. Nitronic 50 and Aquamet 22 are the current gold standard among alloys that are more immune to corrosion and electrolysis than other commonly used marine metals. Sadly, silicon bronze, a durable, malleable, self-lubricating metal, has also declined in popularity. Today's hardware tends to be a blend of stainless steel, aluminum and high-modulus plastic. These materials benefit from spring cleaning and anti-corrosion efforts.

Annually, I dig out my lube kit and parade from bow to stern in an effort to make sail handling, anchoring and maneuvering more efficient. My bag full of slippery stuff includes grease-cutting solvents, light penetrating oil, dry anti-friction sprays and highly water-resistant grease. Each has its upsides and downsides, and I've come to realize that just as there's a right tool for every task, there's a best practice when it comes to keeping a specific piece of deck gear running smoothly.

Turnbuckles deserve an occasional squirt of penetrating oil and, when stepping a rig, a bit of lanolin or lithium grease can be applied where

stainless-steel threads mate, helping to prevent galling (thread damage). One of the reasons I like bronze turnbuckles is that the metal is self-lubricating and very resistant to unwanted thread lock-up.

If a turnbuckle or other threaded fitting is frozen or hard to turn, don't reach for a bigger wrench. Start with a solvent or WD-40 and clean the area around the threads to clear away any nonwater-soluble petrochemical residue. The next step is to soak the fitting with a penetrant and leave it to leach into the threads and other tight crevices; Liquid Wrench and PB Blaster are favorites. If this doesn't work, I up the ante and apply CRC Freeze-Off, a product that cools the metal, causing fittings such as a turnbuckle stud to shrink slightly in diameter, while at the same time delivering a corrosion cutting fluid.

Furler drums, blocks and genoa cars all have points where high loads are focused. They also must contend with dissimilar metal corrosion and friction that increases fatigue. The goal when servicing these pieces of hardware is first to eliminate the crud that can cause



A comprehensive collection of lubricants includes penetrating and machine oils, grease, silicone sprays and dry coatings. Each product has a proper use aboard your boat.

physical abrasion, especially with plastic bearings. Each manufacturer has a recommendation for maintenance; some say all you need to do is rinse with water, while others recommend dry-spray coatings that can be used in plastic bearing races. McLube Sailkote is one of the most popular dry lubricants found on chandlery shelves. It significantly reduces friction and resists being washed off a variety of different surfaces. It can be applied to metals, furling gear, turn-buckles and even hull and sail surfaces. In fact, its usage has become so widespread

residue. The challenge lies in finding a product that delivers lubrication, remains adhered to the surface and doesn't become an adhesive for contaminants. And that's why I often use the lubricants sold by marine hardware manufacturers. For example, Harken and Lewmar have their own lines of lubes, ranging from a cleaner to excellent pawl oils and winch grease.

I kick off my winch work by disassembling them and then cleaning each part in a kerosene bath that I keep in my shop in a sealed jug. Aerosol parts clean-

A KEY ATTRIBUTE OF MARINE LUBRICANTS IS A COATING'S ABILITY TO REMAIN VIABLE OVER TIME.

that care should be taken not to inadvertently let it get on surfaces where friction is a friend. For example, hatch lenses can become as slick as a skating rink, and nonskid glossy deck areas don't need extra slipperiness.

Silicone sprays also have powerful water-repellent properties and are even used on biminis and dodgers to rewaterproof the fabric. However, silicone is a painter's nightmare. It penetrates older oxidized gelcoats, creating problems for a paint crew attempting to rejuvenate an older boat with sprayed polyurethane epoxy coatings. Keep silicone carefully confined to specific surfaces, and when waterproofing covers, dodgers and biminis, remove the fabric from the boat.

A key attribute of marine lubricants is a coating's ability to remain viable over time. Most oil and grease products will initially deliver good friction abatement, but many tend to quickly wash away or become a sticky binder for dirt, salt crystals and metal

ers are available, but for environmental reasons I prefer to scrub everything with a toothbrush and rinse it with kerosene. Once the parts are clean, I do a careful inspection and look for signs of excess wear on pawls and spindles, noting out-of-round holes or other signs that parts need replacement. During reassembly, I've had good results using light machine oil on pawls and lithium grease on spindles, but I also like Antal's TFL 400 Teflon grease. Other useful lubricants include CRC 6-56, Super Lube, Boeshield T-9 and Tef-Gel.

Attend to metal and plastic hardware with moving parts in the spring, and throughout the season you'll find that outfitting a ditty bag with a range of slipperiness was well worth the effort.

Ralph Naranjo is a frequent Cruising World contributor and author of The Art of Seamanship: Evolving Skills, Exploring Oceans, and Handling Wind, Waves, and Weather.

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Managing Your Charge Account

Before investing in a battery charger, make an honest evaluation of how your boat is used and what you really need. *By Steve D'Antonio*

The sheer number of battery chargers and combination charger/inverters available to boatbuilders and owners is daunting. How do you select the right one for a given vessel and crew? Fortunately, when you break down the list by capacity and features, the selection process is actually relatively easy.

In order to select the right charger for your vessel's battery bank(s), begin by determining your goals. Ask the following questions: Under what conditions will the charger be used? If your boat mostly remains dockside and you wish to keep batteries topped up and a DC refrigerator running, with the juice to run bilge pumps should a leak develop, that's one thing. Using the charger with a generator, to replace house bank amps in bulk after long periods of discharge, is another.

Will it be used to charge a single battery bank or multiple

more quickly than hot batteries; however, if the charger can't determine the temperature, it can't adjust its output accordingly. Also, the voltage at the batteries may be different from the voltage the charger is sensing at its output, making remote voltage sensing desirable. Once again, it allows a charger to more accurately adjust its output to suit the batteries' state of charge.

If you'll rely on a charger to restore a depleted house battery bank via a generator — an approach that often makes sense for generator-equipped vessels that are also operating other AC-powered gear — it should be sized accordingly. For conventional flooded batteries, assume they can accept no more than 25 percent of their amp-hour capacity during an initial charge. Thus, a 400 Ah battery bank would be limited to 100 amps; any more simply couldn't be digested. For gel batteries

assume 50 percent, and for AGMs assume 100 percent. The latter two battery types are desirable, among other reasons, for their ability to recharge quickly. This characteristic also favors larger chargers.

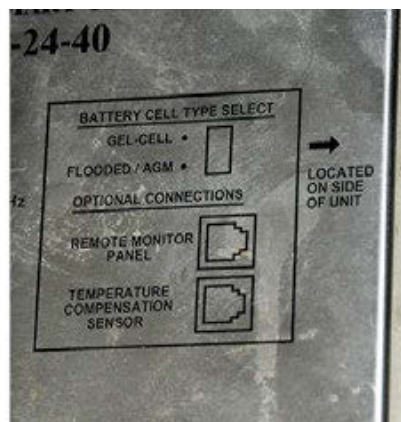
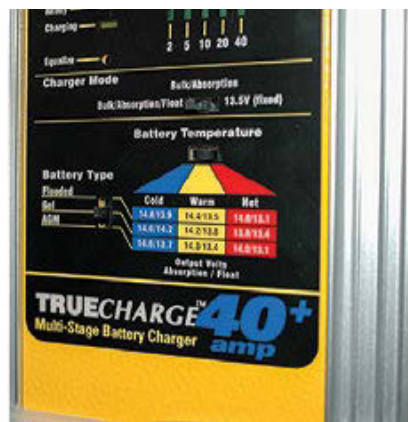
If, on the other hand, the charger will simply be used to maintain house and start banks while the vessel is dockside, far smaller units can be used. These are typically in the 20- to 40-amp range, more than enough to float these batteries.

Flooded and some AGM

batteries are capable of being equalized, with limitations. This feature can be a lifesaver (or at least a money saver) if a bank becomes severely depleted and forms power-robbing sulfate deposits on its plates. Sulfated batteries often lose significant capacity, making them all but unusable.

Finally, make certain that positive cables that connect chargers to batteries are overcurrent protected: Use a fuse or circuit breaker at the battery, rather than at the charger. This should be within 72 inches if the wire is supplemented by a sheath or in a conduit, or 7 inches if it isn't. The mission of overcurrent protection is to shield the wire from overheating in the event of a short circuit; it's not designed to protect the charger, which has its own internal protection.

Steve D'Antonio offers services for boat owners and buyers through Steve D'Antonio Marine Consulting (www.stevedmarineconsulting.com).



If you rely on a battery charger to recharge a house bank via an alternator, select a large one (left) whose output can accomplish the mission reasonably quickly. Adjusting charge based on battery temperature can extend battery life while speeding charge times. This charger (center) has a manual selector (ideally, it should be automatic) with temperature monitoring occurring at the battery bank rather than the charger. Many modern battery chargers offer options for a remote temperature sensor and panel. Most, including this one (right) also enable the user to select battery type with an embedded switch.

ones? Do you want at-the-battery temperature compensation and remote voltage sense capability? Both features are valuable, especially concerning sealed valve-regulated lead acid (SVRLA) batteries — which encompass both AGM and gel models. Do you want a charger that has the capacity to equalize batteries, using an intentional, controlled overcharge to resurrect a battery bank that's lost some of its capacity?

Today, most battery chargers offer multistep charging (bulk, absorption and float, and equalizing if desired). Consider that a prerequisite. Multistep charging typically affords more rapid charges and is easier on batteries, extending their life span.

Remote (as opposed to local or inside the charger) temperature compensation is well worth the added expense, as is remote voltage sensing. Both features enable a charger to more effectively tailor its charge profile to the battery bank's needs. Cool batteries can accept more current, and recharge

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No Kitten: One Serious Cat

New Boat: The Saba 50, the latest in a long line of catamarans from French builder Fountaine Pajot, showcases the evolution of cruising multihulls over three decades.

By Herb McCormick

In 1976, a skinny young French Olympic sailor with the mane of a werewolf, named Jean-François Fountaine, returned home to La Rochelle after the Montreal Games and launched a boatbuilding concern with some fellow sailing fanatics. It was called Fountaine Pajot. They started with dinghies but soon moved on to a giant racing catamaran, *Charente-Maritime*. In 1983, cribbing liberally from the lines of that fast, spindly race boat, FP launched its first pioneering cruising cat, the *Louisiane 37*, which was an instant success. Now, over three decades later — having produced nearly 30 distinct models — it's safe to say they never looked back.

I was reminded of all this last fall at the U.S. Sailboat Show in Annapolis, Maryland, while thumbing through

an old FP brochure at the debut of the builder's latest offering, the Saba 50. We often talk about how much monohulls have evolved over the years, but it doesn't seem multihulls receive the same scrutiny, which is an oversight. If you compare the rather lean, spare *Louisiane 37* with the multitiered, expansive Saba 50, the advancement is downright startling. The boats don't just look like they came from different eras; they might as well have been beamed down from separate galaxies.

By any measure, the Saba 50 is an incredible sailboat. It's almost too

much to comprehend in one viewing. In fact, during our Boat of the Year (BOTY) contest, it didn't occur to me until my second visit aboard — during sea trials, after our dockside evaluation — that there are actually four spacious lounging areas: an outdoor front porch forward of the cabin, the main saloon, a covered aft cockpit and a topside sundeck planted atop the coach roof. An FP rep said initial sales were split pretty evenly between charter companies and private owners. Seriously, if you chartered this boat with your brother, and there was a family fight,

IF YOU COMPARE FP'S ORIGINAL LOUISIANE 37 WITH ITS NEW SABA 50, THE DIFFERENCES ARE STARTLING. THE BOATS LOOK LIKE THEY WERE BEAMED DOWN FROM SEPARATE GALAXIES.

you could retreat to dispersed stations and avoid one another for the rest of the week.

Not an option on the Louisiane 37.

The clever use of space carries through the accommodations plan. For the charter fleets, the “Quintet” version sports five double guest cabins (all with sea views, thanks to hull windows) and even has separate quarters for a skipper if you opt for a crewed vacation. The “Maestro” layout, on the other hand, has a dedicated owner’s suite to port with an office and other amenities, as well as a trio of double cabins. Either way, the saloon, with an open floor plan that incorporates the cockpit when the cabin doors are slid wide, is the yacht’s centerpiece. The galley, especially, is fabulous. “Lots of work space and stainless-steel appliances, a stove and oven better than you’d find in most houses, just completely over the top,” marveled BOTY judge Mark Schrader.

The construction of the Saba 50 is a straightforward sandwich laminate in massive molds employing balsa core in the hull, and a combination of foam and balsa in the deck to maintain a strong but light structure; FP offers a five-year structural warranty on the boat. A pair of shoal keels (draft is 4 feet) provide lateral resistance and insurance should you touch bottom.

The Berret-Racoupeau design team, well known for seeking alternative energy solutions, has incorporated solar panels in the overhead cockpit bimini (integrated wind and hydro generators are optional). Underway, the twin Volvo diesels were among the quietest in the entire BOTY fleet (decibel readings registered in the low 80s), a testament to the integrity of the build. And while the engine compartments were enormous, judge Schrader noted that a ladder or step would be useful to avoid stepping somewhere on the auxiliaries when descending into them for service work.

We sailed the boat on a moderately breezy Chesapeake Bay day and, with its fully battened, square-top mainsail — which takes complete advantage of the air pressure aloft, where it’s windier — the Saba 50 was a spirited performer, knocking off double-digit boat speeds on a close reach.

To starboard, the raised helm seat



Under sail, the Saba 50 is a spirited performer capable of double-digit boat speeds (opposite). The steering station, to starboard, is situated between the cockpit and the topside sundeck (top). The main saloon is spacious, with the galley to port and a dedicated navigation station forward (center). There are terrific lounging areas all over the boat, including this “front porch” aft of the trampolines (above).

and compact pit for handling all sheets and halyards, separated by the steering pedestal, is a truly clever arrangement. A solo operator could put the boat on autopilot, take a quick step forward and have ready access to everything required to sail the boat efficiently. Or a fellow crewmember could tackle those tasks while the driver watched comfort-

FOUNTAIN PAJOT SABA 50

LOA	49' 1"	(14.96 m.)
LWL	46' 8"	(14.26 m.)
Beam	26' 21"	(7.99 m.)
Draft	4' 0"	(1.15 m.)
Sail Area (100%)	1,122 sq. ft.	(104.2 sq.m.)
Displacement	34,612 lb.	(15,700 kg.)
D/L	151	
SA/D	22.9	
Water	185 gal.	(700 l.)
Fuel	248 gal.	(940 l.)
Mast Height	72' 1"	(22.00 m.)
Engine	Twin Volvo 55 hp diesels	
Designer	Berret-Racoupeau	
Price	\$820,000	

Fountaine Pajot

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SEA TRIAL

Wind speed	12 to 14 knots
Sea state	1 to 2 feet
Sailing	
Closehauled	8.1 knots
Reaching	11.2 knots
Motoring	
Cruise (2,500 rpm)	8.2 knots
Fast (3,000 rpm)	9.0 knots

ably. The color-coded traveler — and a big cat needs a good traveler — was particularly cool. One quick aside: Our BOTY judging panel gave the Saba 50 very high marks across the board with one exception, that being the limited visibility to port from the starboard wheel, especially on starboard tack when the genoa was unfurled. And the topsides lounging area, below the boom, could be a hazardous place in an uncontrolled jibe; if I owned or chartered the boat, that space would be off limits under sail.

These days, company namesake Jean-François Fountaine is no longer a long-haired boatbuilder — other members of his family have taken over some of his former duties — he’s the clean-cut, buttoned-down mayor of La Rochelle. Just like the cats he used to craft, nothing ever stays the same.

Herb McCormick, CW’s executive editor, also directs the BOTY contest.



Back to the Future

By bringing fresh ideas to existing models, Island Packet and Morris Yachts have proved that evolution also works in boatbuilding. *Story by Mark Pillsbury, photos by Billy Black*

At a time of year when talk often turns to World Series contenders, two longtime American sailboat builders, Morris Yachts and Island Packet, arrived in Annapolis, Maryland, last fall for the U.S. Sailboat Show, not with red-hot rookies but with veteran players tailored to take another swing at the ball.

Morris OS 48 GT

After a decade of concentrating on its M Series of delightfully elegant daysailers,

Morris introduced a revamped version of the 48-foot Ocean Series cruiser, a blue-water-proven Chuck Paine design. Dubbed the OS 48 GT (the GT stands for Grande Touring), the new boat incorporates several alterations from the original model, including a taller rig (with 100 square feet more sail area), and a new performance rudder and keel foils designed by Jim Taylor. The mast has been moved aft, creating a larger foretriangle, and a pass-through transom makes it easier to board the

boat when Med moored or backed into a slip. Belowdecks, the sole and seats have been raised slightly, making it easier to see out the large cabin ports. As one might expect, Morris craftsmanship and attention to detail are evident throughout the Herreshoff-style interior that consists of cherry woodwork offset by white panels and ceiling.

Though the GT, in theory, is a production boat, a great deal of customization is possible. This particular model was built for one of the company's early M36



With the new Ocean Series 48 GT, Morris Yachts plans to reprise its line of bluewater cruising sailboats (left). The 48 GT features a mast that's been moved aft, and redesigned keel and rudder foils. The most notable alteration to the Island Packet SP Cruiser is the larger aft cockpit that's a couple of feet longer than on the Mark I version.

daysailer owners, who plans to cruise the 48 GT in its present configuration for perhaps a season or two, then return it to Morris' Maine boatyard, swap in a deep keel and a new suit of sails, and go off racing. (I'm not sure whether to call the boat a cruiser-racer or racer-cruiser.)

In cruising mode, sailhandling is made easy with a self-tacking jib and electric winches, and a hydraulic traveler, vang and backstay. Belowdecks, the forward owner's cabin, with shower and head, is laden with creature comforts; the galley is well equipped and loaded with storage cubbies; and the aft cabin will pamper

guests and family. The saloon has a raised dining table to port and a long settee to starboard. The overall feel is comfy and snug, the latter perhaps a bit too much so when imagining the boat in race mode with a full crew aboard.

When converted for racing, the extra sheet-lead tracks and deck fittings, which at first seem confusing, will make perfect sense as the trimmers go to work harnessing the power of the triple-spreader, carbon-fiber rig. The oversize cockpit-spanning wheel will allow the helmsman to sit well outboard to see his telltales, and the optional deep 8-foot, 8-inch keel (6-foot, 6-inch draft is

standard) should provide lots of stiffness when the breeze comes on.

The day we sailed the 48 GT, the wind hovered in the 10-knot range and the speedo just above 6. While motoring, our speed topped out at 8.6 knots at 3,600 rpm.

Morris CEO Doug Metchick says that with the 48 GT, the company is returning to its performance-cruising roots. The 48 GT will sit smack in the middle of a lineup that includes both a longer and a shorter sibling. And as a semi-custom sailboat should, this particular one will allow her new owners to sail where and in what style they wish.



Rich cherry joinery gives the owner's cabin aboard the Ocean Series 48 GT a warm, elegant feel. The sole and seats in the saloon have been raised to improve the sightlines through the numerous ports in the cabin house.



The afternoon that the Boat of the Year judges and I clambered aboard the SP, Mother Nature served up a decent breeze of 8 to 10 knots, and since the sails were already up when we arrived, we quickly settled in and, well, went for a sail. We weren't disappointed.

The helm station is located forward, inside the cabin, behind three large front windows (the center one opens) and more along each side, which provide good all-around visibility. When steering, you sit on an adjustable bench seat just forward of the dining table. There, you have fingertip control of the electrically powered reversible sheet winches that allow you to trim and ease the mainsail and the 100 percent jib, set on a Hoyt Jib Boom (or an optional 130 percent genoa, set on a solent stay), at the touch of a button.

Close hauled, we saw speeds of 5-plus knots, and as the wind eased to under 8 knots, we still made way at 3 knots or better.

The motoring side of the equation was just as satisfying. The 110-horsepower

Island Packet SP Cruiser

Florida-based Island Packet, meantime, gussied up the lines of its SP Cruiser motorsailer and delivered what turned out to be a very intriguing Mark II version to the Annapolis show. Among many changes, the most noticeable is that the original small aft cockpit was

extended over the molded swim platform, adding just over 2 feet to the deck length and creating a quite usable back porch, complete with a small portable table that would make an oh-so-pleasant space for a morning cup of coffee, out of the wind, in some sun-splashed anchorage.

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Interior volume in the SP is impressive. Stepping forward and down into the cabins below the raised deckhouse, a roomy galley sits amidships, with lots of counter space to whip up meals for the hungry crew. Far forward is a spacious owner's cabin. Aft and to starboard of the galley area is another cabin with not-quite-standing headroom and twin berths, a perfect place to stash friends or grandkids.

As with all Island Packets, the fit and finish in the SP Cruiser appeared to be top-notch. The hull and deck are a composite sandwich of gelcoat, resin (vinylester on the first layer to prevent blistering, then polyester), glass and PolyCore coring. The builder has enough faith in the workmanship and materials to offer a 10-year warranty.

With a 3-foot, 8-inch draft and a mast height of 55 feet, the SP Cruiser was born for the likes of the Intracoastal



Storage and room abound in the owner's cabin on the Island Packet SP Cruiser Mark II. In the wheelhouse, a hinged backrest can be folded forward to create a seat at the dining table, or aft to make a comfortable steering station.



Waterway, though if it were my boat, I'd widen that range to consider the Canadian Maritimes, Pacific Northwest, Baja Mexico, the shallows of the Bahamas or even a dash to the Caribbean. Sitting in the sunken cockpit forward of the deck house with autopilot control in hand and able to reach back through the open

window to trim the sails, I think that I'd be quite content to let the boat do what designer Bob Johnson intended her to do: go off cruising, no matter what the season.

Mark Pillsbury is Cruising World's editor.



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Add these items to your wish list for the upcoming sailing season. *By Jen Brett*

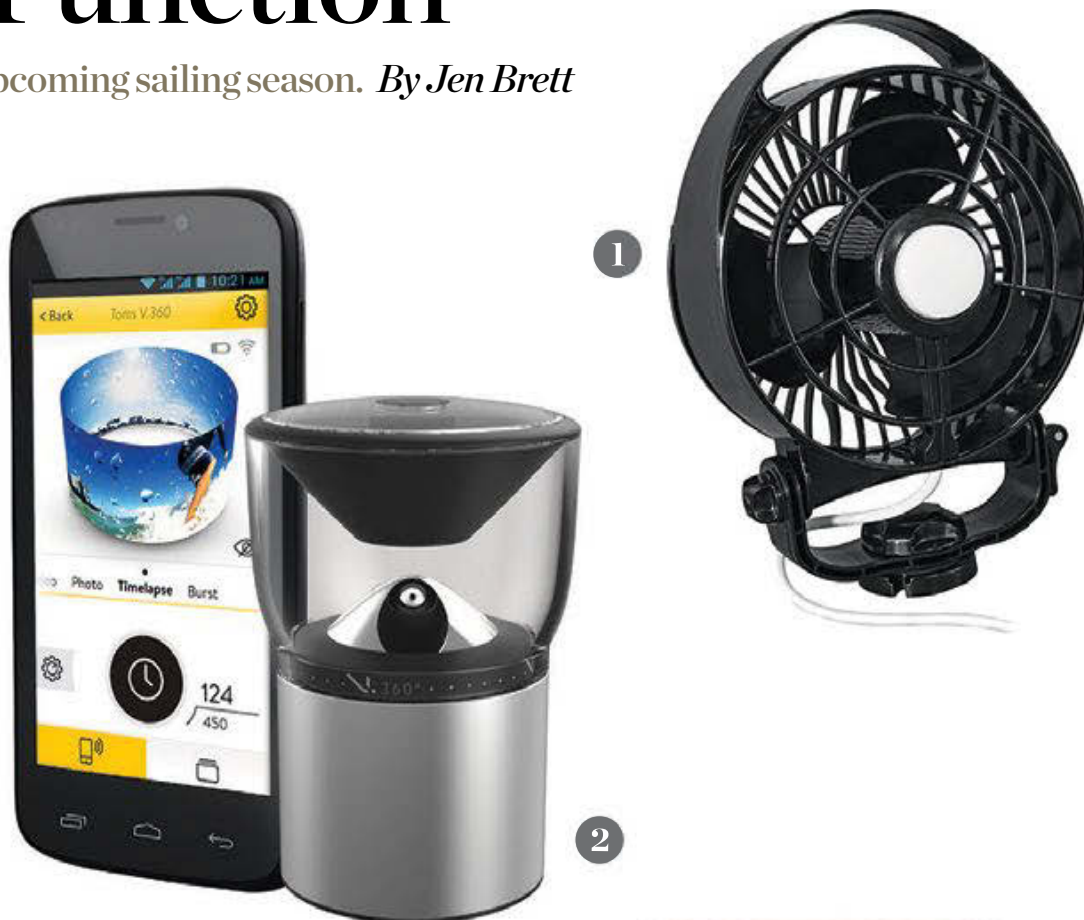
1 Having good fans on board is a key to comfortable cruising in warm climes. The new **Maestro fan** from Caframo is variable-speed for whisper-quiet operation and has a wired remote control that can be located up to 6 feet away. The center of the fan has convenient red and white LED lights. **\$100; caframo.com**

2 Capture every angle of your cruising adventure with the **V.360° camera** by VSN Mobil. The V.360° records a full 360-degrees of video or still images. Video can be viewed live or played back on the free companion app available for both iOS and Android phones. With the app, users can pan through a 360-degree video or image, or lay the image flat for a detailed panoramic shot. The camera is waterproof to one meter for 30 minutes and is dust- and shockproof. **\$450; v360life.com**

3 Thinking about switching to a water-based antifouling paint? Check out Pettit's new **Neptune 5**. It's designed to provide a tough coating, yet still self-polish like a seasonal ablative bottom paint. With low VOC release and no strong solvent smell, no respirator is required during application, and cleanup can be done with soap and water. Neptune 5 is available in black, blue, green and red. **\$129 per gallon; pettitpaint.com**

4 If you plan on coastal sailing at night, there's no substitute for a powerful flashlight to help spot buoys, locate a mooring ball or pick out hazards ahead. The **DeWalt 20V Max Jobsite LED Spotlight** features a high beam that can easily illuminate the reflective material on distant buoys, and a red-light mode to preserve night vision. The light's lithium-ion battery has a recharge time of one hour and will power the high beam for 3½ hours and the red beam for up to 13 hours. **\$90; dewalt.com**

5 Got tunes? The **Fusion 750** marine audio system gives you plenty of options for accessing music — by connecting your mobile device to an internal dock or a USB or with Bluetooth, or you can stream Pandora Internet radio. The 750 can also be controlled through your NMEA 2000 networked multifunction display using Fusion-Link. **\$650; fusionentertainment.com**



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The four cabin, family-friendly layout has an en suite king master and the en suite VIP that converts from one king to two single beds. In the separate family apartment, kids will stake claim to 'The Pirate's Den' with two double beds plus a smaller child's bed. It shares a private head and separate shower with the adjoining king cabin.

With 26 years of charter experience and over 200,000 sea miles Captain Scott Fratcher and Co-captain/Chef Allison Thompson's goal is unchanged – make each guest's time aboard ORION memorable, make each day an exciting adventure.



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CRUISING WORLD'S CHARTERING

NEWS AND NOTES ON SAILING-VACATION
OPPORTUNITIES

Sunsail Joins as Volvo Ocean Race U.S. Stopover Sponsor

Sunsail Vacations has signed on as a port sponsor of the Volvo Ocean Race's only U.S. stopover, in Newport, Rhode Island, in May 2015.

The break from the grueling 38,000-mile race for seven teams aboard 65-foot one-design monohulls, which includes 12 days of events and in-port races set around a waterfront festival village, runs May 5-17, 2015.

A centerpiece of the company's presence as the official yacht-charter-company sponsor at historic Fort Adams will be the Global Experience Pavilion, featuring the company's 26 destinations in cruising grounds around the world.

Sunsail has also donated a sailing vacation in the British Virgin Islands to Sail Newport as an auction item to raise funds for the nonprofit sailing center's community sailing programs.

The global marathon leaves Newport for the transatlantic leg to Lisbon, Portugal, on May 17, 2015. For details log on to the race and charter company sites (www.volvooceanrace.com; www.sunsail.com).

Moorings Debuts 4000 Catamaran

The Moorings has added the Moorings 4000 sail catamaran to the British Virgin Islands fleet as of May 2015. The boat is now available for reservations, and features a family-friendly design and premium performance from boatbuilders Robertson and Caine.

Specifically, the cat offers a spacious three-cabin layout suitable for parties up to six. Oversize sliding glass doors connect the saloon and the aft cockpit, providing panoramic views from the interior and a fusion of indoor and outdoor living spaces.

The 4000 features a raised helm station with Raymarine electronics and supplementary power from dual 29-horsepower engines. For details contact the company (www.moorings.com).



The newly designed Moorings 4000 has a family-friendly three-cabin layout with the master suite in the starboard hull.

Tell Horizon Your Birthday and Get Cool Stuff

Vacation sailors who sign up for e-newsletters from Horizon Yacht Charters have another reason to do so: Supply your birth date and be rewarded.

Horizon gives a \$20 gift voucher against purchases of merchandise, books or cruising guides at any Horizon Yacht Charter Base in the United States or the Caribbean. The offer lasts a year from the message date. For details contact the company (horizonyachtcharters.com).

Bahmer in Charge

The Charter Yacht Brokers Association has elected Sharon Bahmer as its 2015 president, succeeding Trish Cronan, who held the role for two years. Bahmer is senior charter executive with the Luxury Charter Group.

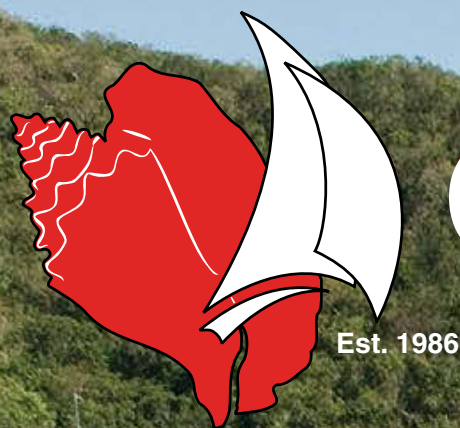
With three decades of experience across the spectrum of luxury yacht charters, Bahmer has worked to create suitable matches among clients, charter vessels and destinations.

Bahmer has served on the CYBA board of directors for four years; she's also helped create online courses for charter brokers. Bahmer is a member in good standing of the Florida Yacht Brokers Association. For details contact the groups (www.luxurychartergroup.com; www.cyba.net).

Elaine Lembo

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Dream Yacht Charters	866-776-8256	p.85	Pro Valor Charters	866-776-8256	p.92	*Also broker This directory is a list of charter companies advertising in this charter section; it is not an endorsement by the editors. Classified advertisers not listed. Listings are arranged in fleet size order.		
Tortola Marine Management Ltd.	800-633-0155	p.88	Island Yachts*	800-524-2019	p.94			
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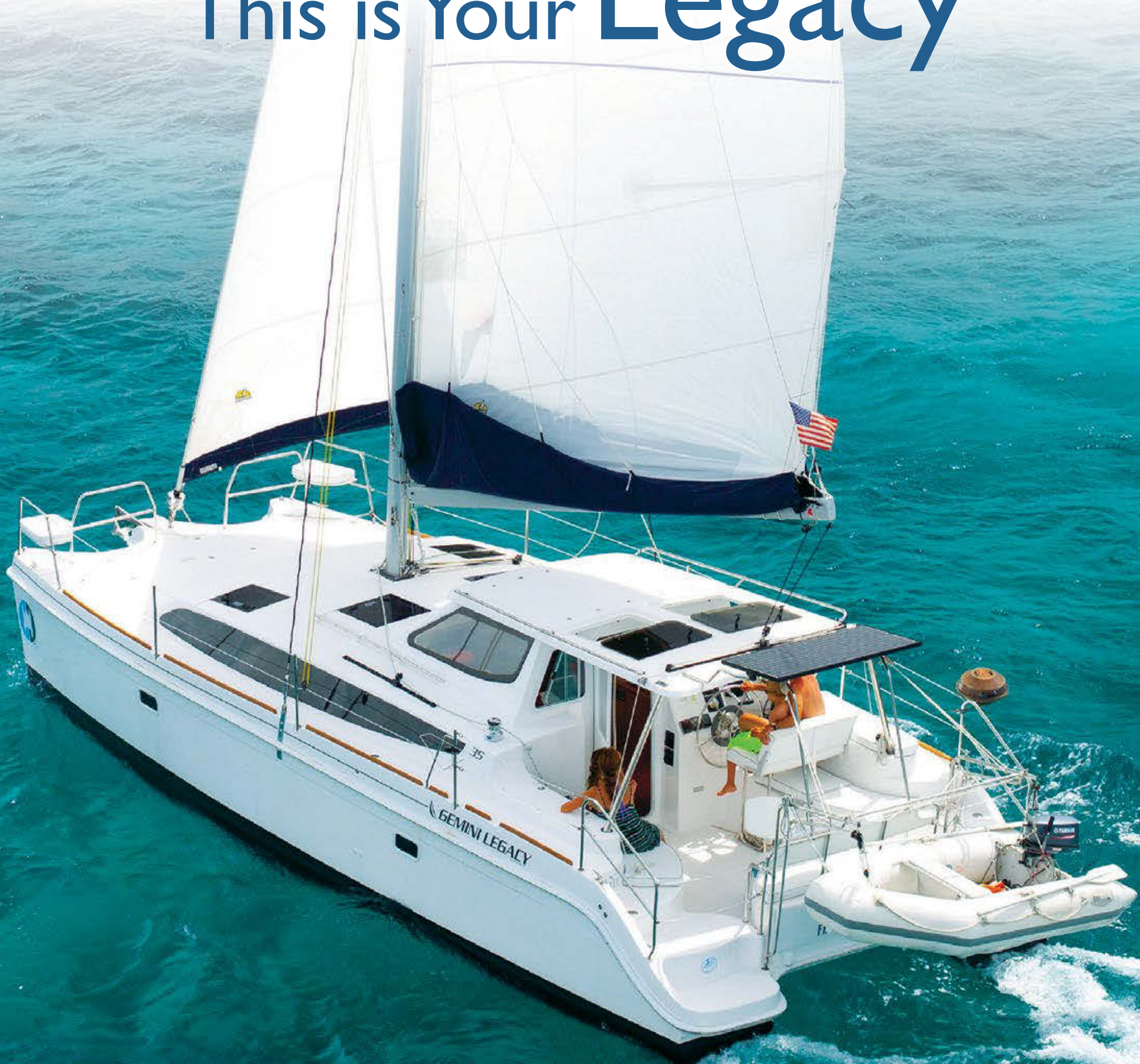
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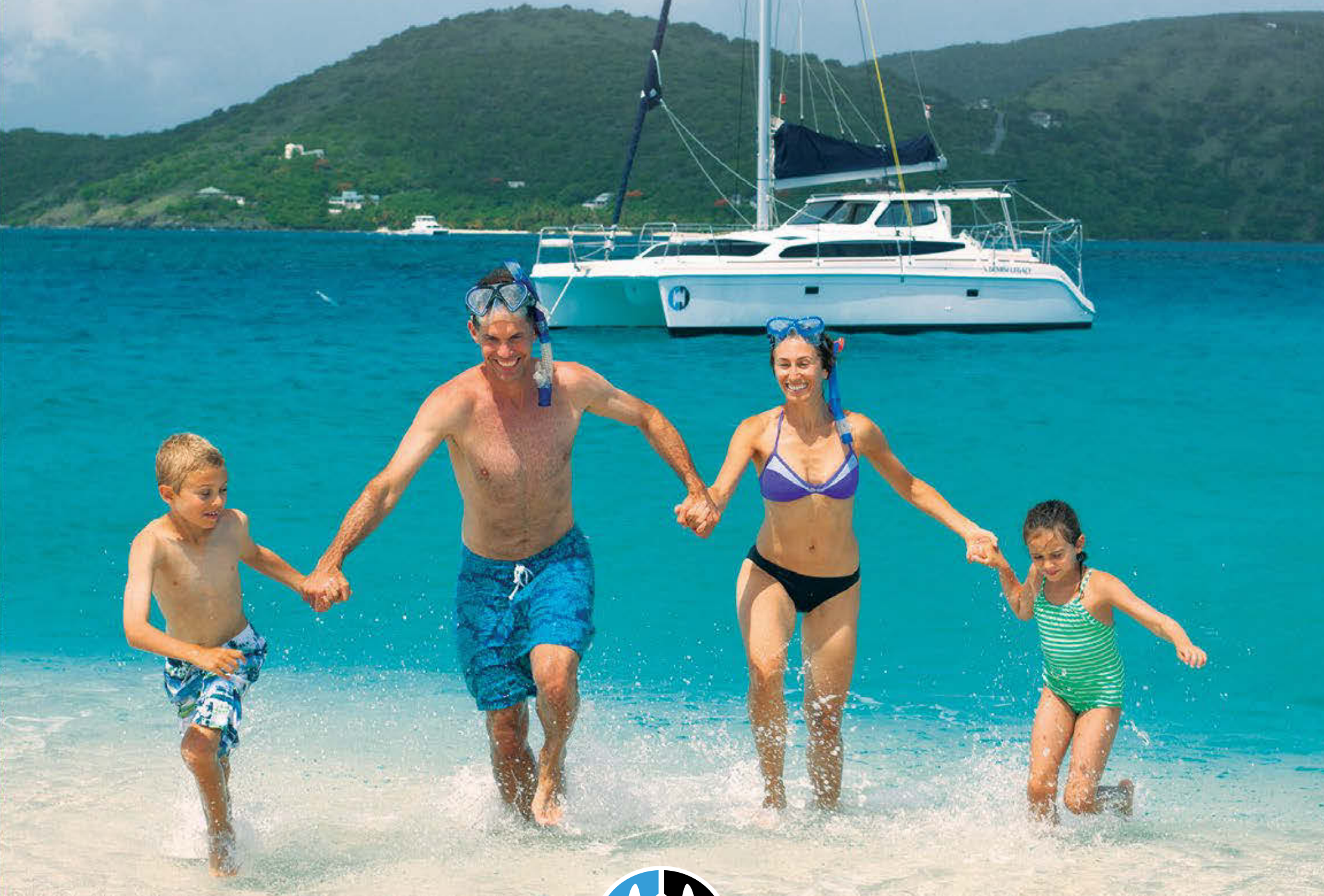
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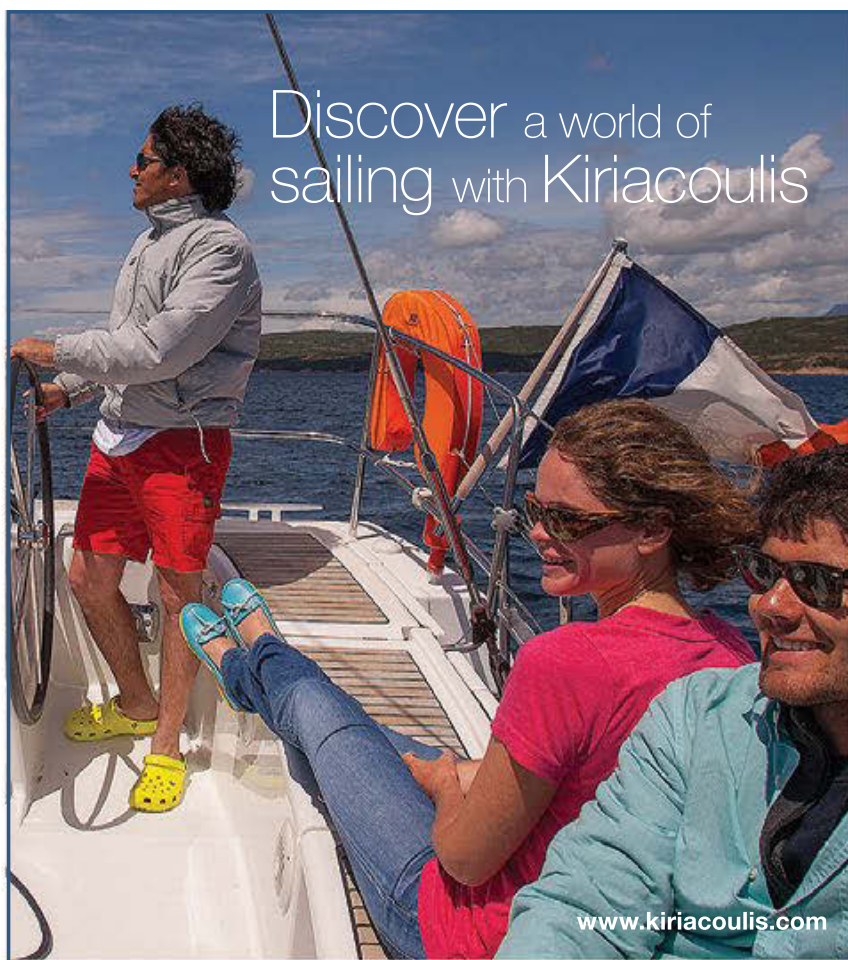
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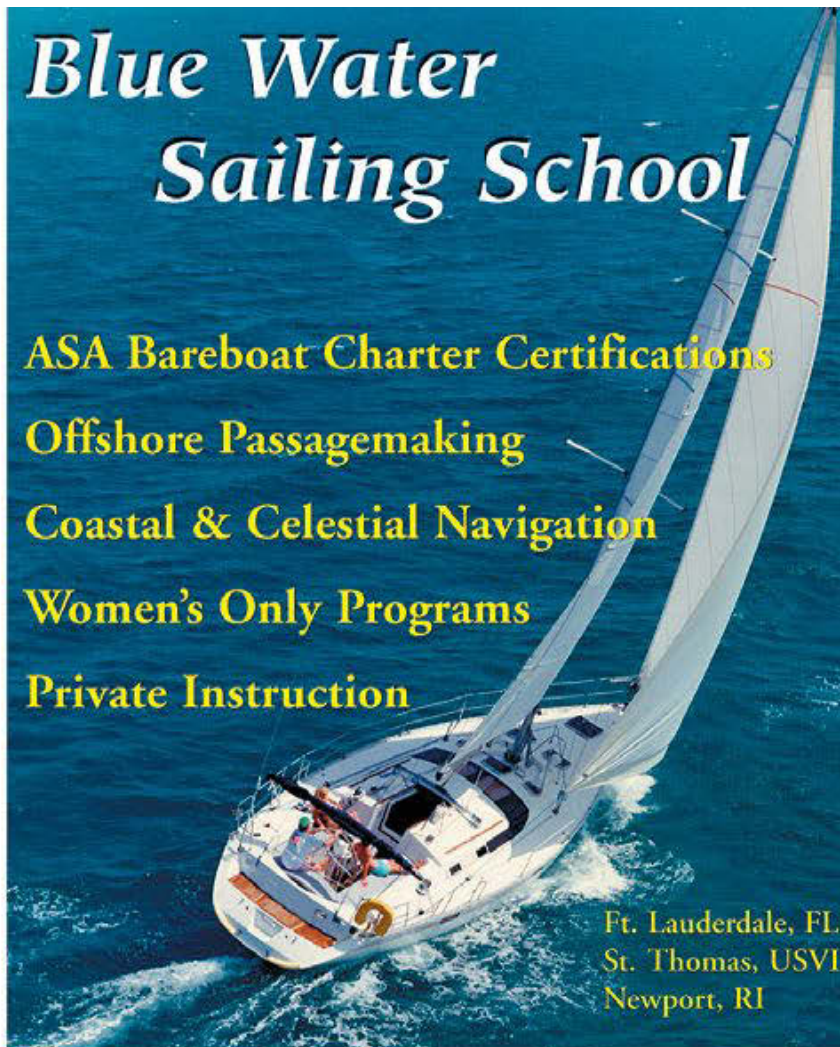
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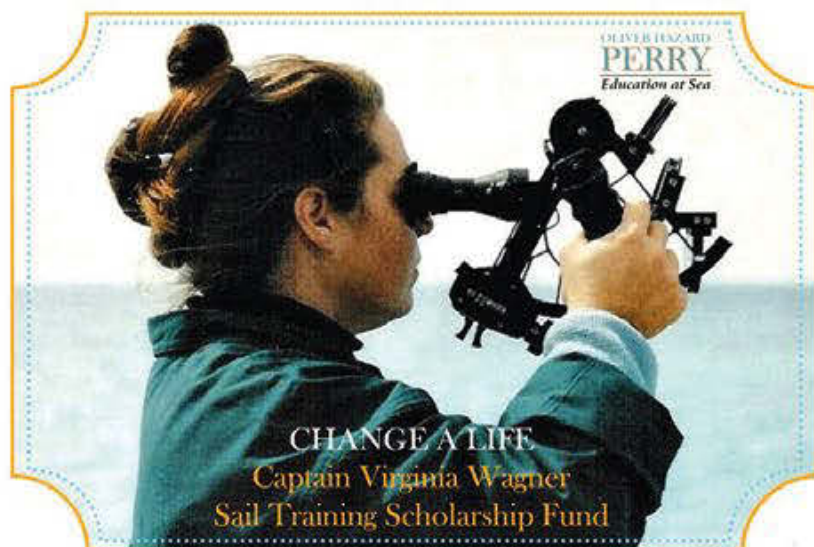
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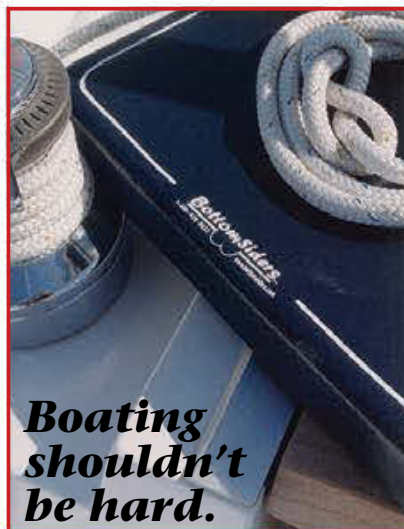
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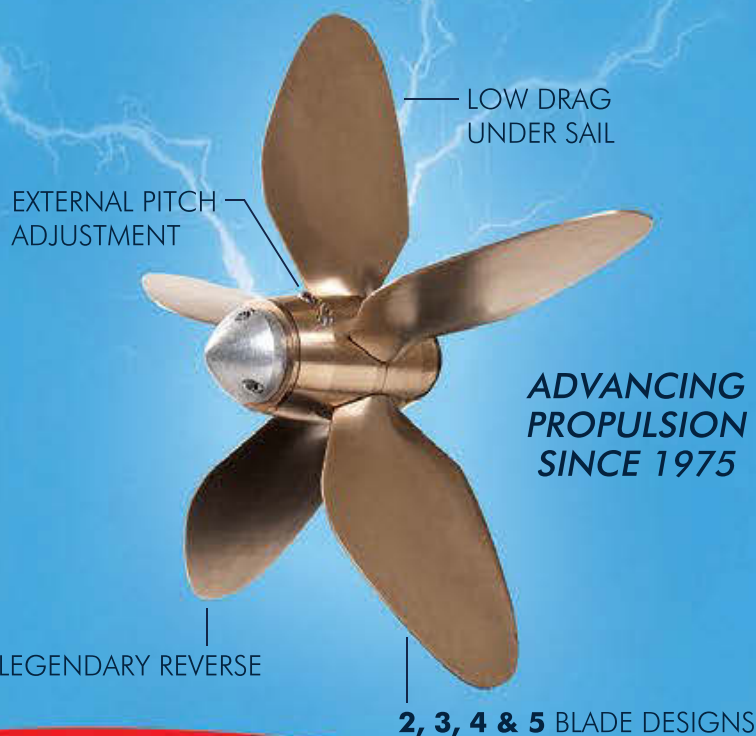
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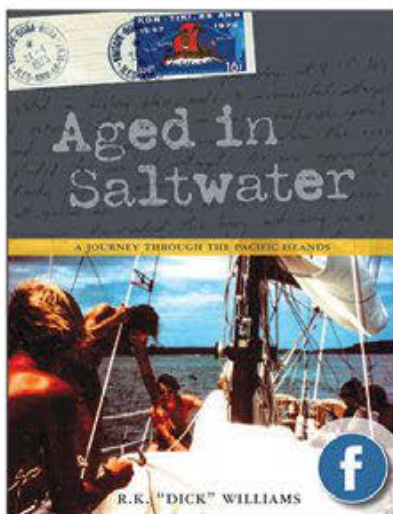


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Bad Trip

Never set sail on a Friday. Among the few inalienable Rules of Life I subscribe to, that's numero uno. Number two might be: Especially never set sail on Friday the 13th in the North Atlantic in February when a well-forecasted nor'easter with an accompanying blizzard warning is rapidly bearing down on your port of departure. But Australians Jason and Reg McGlashan are unlike me, and hopefully you.

In the exact middle of a New England winter of historically cold, snowy, epic proportions — with predictions of hurricane-force winds and over a foot of the white stuff — they took off from Newport, Rhode Island (bound for Oz!), anyway.

Duh.

Quite predictably, this turned out to be a monumentally poor decision. About a day later, some 150 nautical miles off Nantucket, the hapless Aussies were plucked from the 43-degree water near their foundering yacht, an ex-raceboat called *Sedona* — which they purchased for 10 grand on eBay — by a U.S. Coast Guard MH-60 Jayhawk helicopter, the crew of which are the heroes of this incredible little tale.

In and of itself, this would be a hard-to-fathom story, but as my mother always said, bad news comes in threes, and the *Sedona* fiasco was in fact the third dramatic Coast Guard helicopter rescue of the season.

The first seemed as unlikely as the McGlashan debacle seemed inevitable. In late January, the five-man crew of the Gunboat 55 *Rainmaker* was also airlifted to safety after their catamaran was dismantled in what were described as “70-knot white-out conditions” off North Carolina on the first day of a voyage to St. Maarten. That month, *Rainmaker* had appeared on our cover after being named our Domestic Boat of the Year for 2015. Our entire judging panel and BOTY team, including me, had spent considerable time aboard the boat just three months earlier, and every aspect of

the program impressed us. But fall on Chesapeake Bay and winter off Cape Hatteras are two different matters, which was underscored by the *Rainmaker* incident.

Two weeks later, on Feb. 15, the brave men and women of Coast Guard Air Station Elizabeth City were at it again, this time rescuing four sailors from the 40-foot trimaran *Trio*, also off the Carolina coast. And not to pile on, but it was only a year earlier that the Elizabeth City “Coasties” were involved in yet another difficult rescue operation, when they grabbed another quartet off the disabled Alpha 42 cat *Be Good Too* during a trip from New York to the Caribbean.

maker, both basically brand-new vessels, suffered the same ignominious fate as *Sedona*, which by all accounts had been ridden hard and put away wet during many seasons of hard racing. So what conclusions are we to draw?

How about this: The North Atlantic, with its roulette wheel of endless low-pressure systems spinning up the East Coast and raking the waters from December through March, is no place for anybody to be during those months. No. Body.

Look, I get it. Winters are long. Islands are alluring. Projects take longer than expected. Plans change. It's easy to get lulled into thinking it's better to go late than not at all.



Reg and Jason McGlashan (green jackets) alight from a rescue chopper after their ill-conceived, poorly executed and downright dangerous misadventure last February.

The sailing world being an extremely close-knit place, I recognized and had even sailed with three of the crewmen featured in the grainy Coast Guard video clips that always follow these missions. Chris Gaillet, *Rainmaker*'s skipper, had been the consummate professional during our BOTY tests. From *Be Good Too*, sailing journalist Charles Doane is a seasoned cruiser who was once a colleague on the CW editorial staff; I've also enjoyed racing with his *Be Good Too* mate Hank Schmidt on his Swan 48. These guys are all good, experienced sailors, and I don't mention their names lightly or as criticism, especially not knowing the exact circumstances that led them to call in the cavalry. But the fact remains: *Be Good Too* and *Rain-*

But anybody who's sailed in the high latitudes knows that compared with a 40-knot gale in the tropics, a 40-knot gale in cold weather is exponentially more vicious, dangerous and debilitating. In the winter, weather windows close faster, substantially lowering the margin of error. And forecasts are often, you know, dead wrong.

Thanks to the Coast Guard, everyone who got in trouble last winter lived to tell about it. Lucky. But for the sake of those helo crews, if nobody else, remember the famous credit-card slogan.

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Herb McCormick is CW's executive editor.



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